TUGAS AKHIR

MENENTUKAN PRIORITAS PENANGANAN JALAN DI KABUPATEN KARAWANG BERDASARKAN KLAS DAN KONDISI JALAN SERTA DANA YANG TERSEDIA

Oleh :

Sri Bharoto Indriyatmo

NRP. : 3903100933

BIDANG STUDI PERHUBUNGAN
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FAKULTAS TEKNIK SIPIL DAN PERENCANAAN
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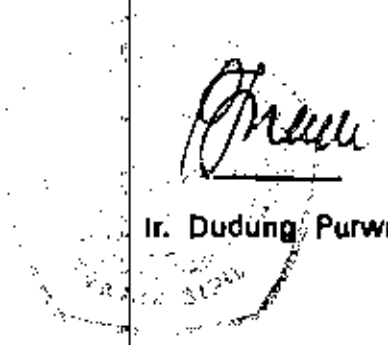
Mengetahui / Menyetujui :

Dosen Pembimbing



Ir. Dudung Purwadi, MSc.

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A B S T R A K

Kabupaten Karawang merupakan daerah penghasil padi dan tambak bahkan merupakan daerah lumbung padi di Jawa Barat. Prasarana dan sarana transportasi merupakan faktor untuk menunjang peningkatan perekonomian daerah tersebut.

Dipihak lain dana yang diterima oleh Pemerintah Daerah sangat terbatas untuk menangani dan meningkatkan prasarana transportasi.

Didalam Tugas Akhir ini penulis mencoba untuk memberikan alternatif pemecahan permasalahan tersebut yaitu menentukan prioritas penanganan jalan berdasarkan klas dan kondisi jalan serta dana yang tersedia.

Survey yang dilakukan pada ruas jalan yang menghubungkan antara daerah produksi pangan dan tambak dengan daerah konsumen.

KATA PENGANTAR

Dengan mengucap puji dan syukur kehadirat Allah SWT, akhirnya tugas akhir yang merupakan kewajiban bagi setiap mahasiswa dalam menyelesaikan pendidikannya untuk memperolah gelar sarjana di Jurusan Teknik Sipil ITS Surabaya ini dapat kami selesaikan.

Tugas akhir yang berjudul " Menentukan prioritas penanganan jalan di Kabupaten Karawang berdasarkan klas dan kondisi jalan serta dana yang tersedia ", ini untuk memprioritaskan jalan mana yang diprioritaskan dalam penanganan sesuai dengan kondisi jalannya serta kelayakannya dimana kelayakannya ditinjau dari segi ekonomi jalan raya.

Kami menyadari Tugas Akhir ini masih kurang sempurna, untuk itu kritik dan saran yang membangun senantiasa kami harapkan untuk kesempurnaan Tugas Akhir ini.

Pada kesempatan ini pula perkenankanlah kami mengucapkan terima kasih kepada :

1. Ir Dudung Purwadi MSc, selaku dosen pembimbing Tugas Akhir ini.
2. H. Hamzah Riza, Kepala Dinas Pekerjaan Umum Kabupaten Karawang yang telah memberikan rekomendasinya untuk mendapatkan data-data yang kami perlukan.

3. Ir. Anto Herpramanto, selaku Field Engineer di Kabupaten Karawang yang telah membantu dalam melaksanakan Survey kondisi jalan di Kabupaten Karawang.
4. Bapak, Ibu serta saudara-saudaraku yang telah banyak membantu memberikan dorongan dan semangat untuk menyelesaikan Tugas Akhir ini.
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6. Istri dan Anak-ku, yang memberikan ketenangan dalam menyelesaikan Tugas Akhir ini.
7. Semua pihak yang tidak dapat kami sebutkan satu-persatu yang telah membantu hingga terselesainya Tugas Akhir ini.

Akhirnya semoga Tugas Akhir ini dapat bermanfaat bagi semua pihak.

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Sri Bharoto Indriyatmo

390 310 0933

DAFTAR ISI

BAB I

PENDAHULUAN

1.1. LATAR BELAKANG

Jalan sebagai prasarana perhubungan darat yang merupakan salah satu unsur pengembangan wilayah. Pada saat ini perhubungan darat sangatlah penting artinya bagi perkembangan kehidupan manusia. Pengaruh yang ditimbulkan oleh kegiatan transportasi darat antara lain pengaruh dalam bidang ekonomi, sosial, politik dan lingkungan.

Untuk mendukung transportasi dapat lancar maka fasilitas prasarana trasportasi perlu diperhatikan, baik dengan meningkatkan mutu maupun pemeliharaan jalan yang sudah ada. Tetapi dilain pihak terutama masalah pendanaan, bahwa dana yang diterima oleh Pemerintah Daerah dari Pemerintah Pusat sangatlah terbatas. Sehingga Pemerintah Daerah harus mempunyai pstokan untuk memprioritaskan dalam penanganan jalan yang ada disesuaikan dengan dana yang tersedia.

Kabupaten Karawang merupakan daerah agraris yang sangat potensial, sehingga sering disebut daerah lumbung padi di Jawa Barat. Selain itu juga penghasil tambak terutama udang yang hasilnya dikirim ke berbagai daerah.

Sedang letak secara geografis sangat strategis karena merupakan penghubung transportasi darat dari Jakarta ke berbagai daerah di Jawa Tengah maupun Jawa Timur, juga dari Jakarta ke Bandung dan sebaliknya. Ditinjau dari baik daerahnya maupun tempat yang strategis tersebut maka kebutuhan prasarana dan sarana transportasi sangatlah penting. Guna memperlancar arus transportasi maka Pemerintah Daerah perlu untuk memprioritaskan prasarana transportasi (jalan) mana yang harus ditangani terlebih dahulu sesuai dengan dana yang tersedia.

Dalam Prioritas perbaikan jalan dapat secara rutin maupun periodik mengadakan pemeriksaan kondisi jalan. Dengan pemeriksaan ini dapat ditentukan jalan mana saja yang perlu diprioritaskan perbaikannya. Pemeriksaan kondisi jalan dapat dilakukan dengan cara mekanikal maupun dengan cara visual. Pemeriksaan kapasitas struktur umumnya menggunakan metode mekanik, sedangkan untuk evaluasi kerusakan perkerasan umumnya dilakukan secara visual.

Metode pemeriksaan kerusakan secara visual merupakan salah satu pemecahan yang baik, karena cukup praktis, sederhana, dan efisien. Ada beberapa metode penilaian tingkat kerusakan secara visual yang sering digunakan selama ini.

Di Indonesia, metode pemeriksaan tingkat kerusakan jalan secara visual telah dikembangkan oleh

Puslitbang Jalan tahun 1979. Metode ini telah dipakai untuk inventarisasi jalan-jalan negara oleh Bina Marga. Pada pertengahan tahun 1988 DirJen Bina Marga Departemen Pekerjaan Umum mengontrak seorang konsultan asing yaitu Yoganandan, untuk memperkenalkan metodenya di Indonesia. Metode tersebut telah diuji coba selama 3 tahun di 4 kota besar yaitu Bandung, Semarang, Surabaya dan Medan. Selain kedua metode tersebut metode Texas (1979) mulai dipakai oleh beberapa instansi yang terkait dengan program pembinaan jalan. Harijanto dan Abidin (1988), mahasiswa Institut Teknologi Sepuluh Nopember telah mengembangkan suatu metode penilaian yang berdasarkan metode Pennsylvania (USA). Tahun 1990 Prihati Dirgolaksono menyempurnakan cara penilaian dari metode Harjanto dan Abidin.

Dari beberapa metode tersebut dalam penulisan tugas akhir ini penulis menggunakan metode Prihatin Dirgolaksono, karena telah dilakukan studi dalam menentukan cara penilaian yang sesuai dengan kondisi lapangan yang ada di Indonesia.

Dari Permasalahan tersebut penulis sengaja memilih judul tugas akhir tersebut diatas untuk memberikan gambaran sebagai patokan untuk penanganan jalan di Kabupaten Karawang, sesuai dengan teori-teori dalam kuliah yang telah penulis tempuh selama ini, antara lain teori dalam penilaian kerusakan perkerasan jalan, teori analisa ekonomi, dan

lain-lainnya yang berhubungan dengan masalah tersebut. Karena selama ini masih banyak terutama di daerah bahwa pejabat Dinas Pekerjaan Umum Kabupaten, Kepala Bagian Pembangunan Daerah dan Kepala bagian lainnya yang berhubungan dengan pembangunan bukanlah dari latar belakang pendidikan keteknik sipilan.

1.2. TUJUAN

Dalam penulisan tugas akhir ini penulis bertujuan untuk menyelesaikan permasalahan yang timbul berkaitan dengan prioritas penanganan jalan ditinjau dari segi kerusakan jalan, segi ekonomi dan dana yang yang tersedia. Adapun permasalahan tersebut antara lain :

- Ruas-ruas jalan yang mengalami kerusakan,
- Metode pemeriksaan dan penilaian kerusakan permukaan jalan,
- Metode penentuan nilai biaya pemakai jalan,
- Metode penentuan prioritas penanganan jalan.

1.3. RUANG LINGKUP PERMASALAHAN

Didalam menentukan prioritas penanganan jalan penulis membatasi lingkup studi, yaitu :

- Pelaksanaan survey dilakukan pada hinterland yang potensial, yaitu daerah tambak, daerah penghasil padi.

- Tujuan survey, untuk mendapatkan kondisi kerusakan permukaan jalan saat ini kemudian dievaluasi dengan metode yang dipakai yaitu metode Prihatin Dirgolaksono sedang metode penilaian lainnya tidak dibahas tetapi sebagai pengenalan.
- Dari tingkat kerusakan jalan tersebut dihubungkan dengan biaya yang akan digunakan untuk alternatif penanganannya.
- Menentukan prioritas penanganan jalan berdasarkan dari tingkat kerusakan dan biaya penanganannya.
- Menentukan kelayakan penanganan jalan berdasarkan dari biaya konstruksi dan maintenance sesuai dengan umur rencana dibandingkan dengan biaya operasi kendaraan sesuai dengan kerusakan rencana.
- Hasil penentuaan prioritas penanganan jalan di Kabupaten Karawang sesuai dengan survey yang dilakukan.

1.4. METODE PEMECAHAN PERMASALAHAN

Langkah-langkah dalam proses menyelesaikan permasalahan-permasalahan tersebut adalah :

- Mengumpulkan data-data yang ada kaitan permasalahan diatas dan survey langsung dilapangan,

- Menentukan klas jalan tergantung dari volume lalu lintasnya,
- Penilaian kondisi permukaan jalan secara visual dilapangan sesuai dengan pedoman dari metode yang dipakai dalam penyelesaian tugas akhir ini,
- N.D. Lea & Associated LTD, untuk menghitung biaya operasi kendaraan pada type dan kondisi perkerasan,
- Ekonomi Jalan Raya dan Engineering Economic Method, untuk menganalisa dari segi ekonomi dan menentukan kelayakan dalam menentukan prioritas penanganan jalan.

1.5. KERANGKA PENULISAN

Tugas akhir ini terdiri dari 6 Bab. Bab I merupakan uraian tentang latar belakang masalah yang dibahas, dan diuraikan pula tentang tujuan dan lingkup masalah yang akan dibahas.

Bab II diuraikan tentang macam-macam jenis kerusakan pada perkerasan fleksibel, dan menguraikan dasar-dasar metode penilaian kerusakan jalan .

Bab III diuraikan mengenai masalah survey dari persiapan , pelaksanaan sampai mendapatkan hasilnya.

Bab IV diuraikan mengenai analisa biaya yaitu biaya pemakaian jalan (user cost) dan biaya konstruksi untuk

rekonstruksi, pemeliharaan periodik dam pemeliharaan rutin.

Bab V diuraikan tentang langkah-langkah penentuan prioritas penangan jalan dan hasil penentuan priosritas.

Bab VI merupakan kesimpulan dari studi yang dilakukan.

BAB II

METODE EVALUASI KONDISI PERKERASAN JALAN

2.1. UMUM

Dalam melakukan evaluasi kondisi perkerasan jalan dapat menggunakan alat pengukur khusus atau dilakukan dengan pengsmatan visual atau secara photografik. Pengamatan menunjukkan bahwa kedua metode tersebut saling melengkapi. Pemakaian alat ukur dengan effisiensi tinggi mulai banyak digunakan menggantikan evaluasi secara visual. Tetapi evaluasi secara visual masih dipakai karena :

- Tidak semua jenis kerusakan dapat di evaluasi dengan alat pengukur
- Pemakaian alat pengukur khusus mengakibatkan adanya informasi yang tidak tercatat
- Evaluasi visual dan mekanikal tidak memberikan hasil yang sama

Oleh karena itu kedua metode dapat dikombinasikan untuk mendapatkan hasil yang memuaskan.

Pemeriksaan lendutan, skid resistance, profil melintang, profil memanjang, dan kekasaran permukaan

dapat digunakan alat-alat khusus. Jenis alat-alat yang sering dipakai adalah :

- Alat pengukur ledutan, antara lain : Benkelmen beam (USA), Lacroix Deflectograph (Perancis), Shell Vibrator (Belanda)
- Alat pengkur skid resistance, antara lain : ASTM (USA), RWL Trailer (Belanda), SCRIM Odoliograph (Inggris), NASSRA (australia)
- Alat pengukur profil melintang, antara lain : RWL Rut meter (Belanda), Tranverse Profile and Rut meter (Swedia), Photograph Rut Meter (Jepang)
- Alat pengukur profil memanjang, antara lain : Rainhart Profilograph (USA), Viagraph (Peracis), Chloe Profilometer (USA)
- Alat pengkur kekasaran permukaan, antara lain : PCA Road Meter (USA), TRRL Bump Integrator (Inggris), LCPC Longitudinal Profile Analyzer (Perancis)

Pemeriksaan secara visual bertujuan untuk mencatat selengkap mungkin kerusakan yang ada. Selama pemeriksaan dapat pula dicatat hal-hal lain misalnya mengenahi lebar perkerasan, jenis perkerasan, gradien, persimpangan, tanda-tanda lalu lintas, dan sebagainya. Pemeriksaan secara visual dapat dilakukan dengan berkendaraan maupun berjalan kaki, tergantung

situasinya. Petugas pemeriksa harus mengerti benar karakteristik dari masing-masing jenis kerusakan.

2.2. MACAM-MACAM JENIS KERUSAKAN PERKERASAN FLEXIBLE

Kerusakan perkerasan flexible secara umum dapat dibagi menjadi 4 (empat) bagian besar, yaitu :

1. Retak (cracking)
2. Perubahan bentuk (distortion)
3. Kerusakan permukaan (disintegration)
4. Kelicinan permukaan (slippery surface)

2.2.1. Retak (Cracking)

Keretakan pada perkerasan flexible dapat terjadi dalam berbagai bentuk, masing-masing bentuk retak disebabkan oleh faktor yang berbeda-beda. Jenis retak adalah :

1. Aligator cracks (Retak kulit buaya)

   Adalah keretakan yang saling berhubungan membentuk kotak-kotak kecil yang mirip dengan kulit buaya. Aligator cracks dapat disebabkan oleh ketidakstabilan permukaan bawah akibat subgrade yang jenuh air, sehingga perkerasan mengalami lendutan yang berlebih. Hal demikian terjadi pada area yang tidak luas. Tetapi apabila beban lalu

lintas yang lewat melebihi kapasitas perkerasan maka aligator crack akan terjadi pada keseluruhan permukaan jalan.

2. Edge cracks (Retak tepi)

Berupa retak memanjang, dengan atau tanpa retak melintang kearah bahu jalan. Retak semacam ini umumnya pararel dengan tepi perkerasan, dan terletak sampai $\pm$ 30 cm dari tepi perkerasan. Umumnya edge crack disebabkan karena lemahnya daya dukung lateral dari bahu jalan. Retak ini dapat juga disebabkan karena penurunan atau penggemburan material dibawah tepi perkerasan. Akar-akar pohon di tepi jalan juga dapat menyebabkan keretakan tepi perkerasan.

3. Edge joint crack (Retak sambungan tepi perkerasan)

Biasanya berupa retak yang cukup dalam. Retak ini memisahkan perkerasan dengan bahu jalan. Penyebabnya keadaan tanah dibawah bahu yang mengalami perubahan kadar air, yang disebabkan kondisi drainase yang buruk. Kondisi bahu yang lebih tinggi dari perkerasan utama atau penurunan tepi perkerasan menyebabkan air tidak dapat mengalir dan meresap lewat sambungan juga merupakan penyebab edge joint cracks.

4. Lane joint cracks (Retak sambungan jalur)

   Retak ini berupa retakan memanjang yang memisahkan sambungan perkerasan. Retak iniumunya disebabkan terjadi perlemahan atau ketidaksempurnaan pada sambungan perkerasan saat penghamparan.

5. Reflection cracks (Retak refleksi)

   Merupakan keretakan pada aspalt overlay yang merefleksikan keretakan struktur perkerasan dibawahnya. Bentuk keretakan dapat berupa longitudinal, tranverse, diagonal atau berupa blok. Reflection crack sering terjadi pada perkerasan fleksibel dengan portland cement treated base. Reflection cracks dapat juga terjadi pada overlay perkerasan lama, dimana keretakan perkerasan lama tidak diperbaiki terlebih dahulu. Penyebab dari Reflection crack adalah pergerakan vertikal atau horisontal pada perkerasan dibawah overlay.

6. Shrinkage cracks (Retak susut)

   Merupakan retak yang saling berhubungan membentuk serangkaian kotak-kotak besar, sisi-sisinya berukuran lebih dari 30 cm, biasanya bersudut lancip atau tumpul. Retak ini disebabkan karena perubahan volume campuran aspal, base atau pada

subgradenya. Kurangnya lalu lintas yang lewat juga akan mempercepat retak susut pada perkerasan.

7. Slippage cracks (Retak slip)

   Adalah retak yang berbentuk bulan sabit searah dengan dorongan roda kendaraan pada permukaan perkerasan. Penyebabnya adalah tidak adanya rekatan yang baik antara lapisan permukaan dengan lapisandibawahnya. Hal ini dapat terjadi akibat adanya degu, minyak, karet, lumpur, air atau mineral non adhesive lainnya, antara kedua lapisan pada saat penghamparan. Tidak digunakan lapisan tack coat pada saat penghamparan juga mengakibatkan tidak adanya rekatan yang baik. Slippage crack dapat juga terjadi akibat campuran yang mengandung banyak pasir, kadang-kadang slippage crack terjadi karena ketidaksempurnaan pemadatan saat penghamparan.

8. Wedening cracks (Retak pada perlebaran)

   Merupakan retak refleksi memanjang yang terlihat pada lapisan diatas sambungan perkerasan lama dengan perkerasan perlebaran. Penyebab retak ini sam dengan retak refleksi.

2.2.2. Perubahan bentuk (Distortion)

Perubahan bentuk perkerasan merupakan

akibat dari sub base kurang padat atau sub grade mengalami pergerakkan. Perubahan bentuk dapat juga disertai dengan keretakan, disamping itu juga menyebabkan bahaya bagi lalu lintas, memungkinkan tertampungnya air dan sering menjadikan perkerasan lebih rusak.

Perubahan bentuk perkerasan dibagi menjadi beberapa jenis , yaitu:

1. Channel / Ruts (Alur)

   Channel berupa alur memanjang, umumnya terjadi pada jejak roda. Hal ini disebabkan terjadinya penurunan atau pergerakkan ke atas pada lapisan bawah perkerasan akibat beban lalu lintas, atau pergerakkan lapisan aspal itu sendiri. Channel dapat juga terjadi akibat kurangnya pemadatan terhadap campuran aspal.

2. Corrugation (Keriting) dan Shoving (Sungkur)

   Corrugation merupakan bentuk pergerakan plastis ditandai dengan kerutan melintang pernukaan jalan. Sedangkan shoving adalh bentuk pergerakan plastis yang berupa cekungan dan gelembung. Corrugation dan shoving sering terjadi pada jalan dimana banyak kendaraan melakukan pengeremandan berjalan lagi secara mendadak, juga pada tikungan yang

tajam. Corrugation dan shoving biasanya terjadi akibat lapisan aspal yang kurang stabil. Kekurangstabilan ini terjadi akibat terlalu banyak aspal pada campuran, terlalu banyak agregat halus, adanya agregat bulat dan licin, atau asphal cement yang terlalu lembek.

3. Grade depressions (Penurunan permukaan)

   Hal ini ditandai dengan areal yang lebih rendah dari sekitarnya dengan ukuran terbatas. Depression dapat disertai dengan retak-retak. Depression dapat menampung air, yang selain sebagai sumber kerusakan juga membahayakan lalu lintas. Depression disebabkan beban lalu lintas yang lebih berat dari yang direncanakan, atau karena penurunan dari lapisan bawah perkerasan, atau karena buruknya pengerjaan konstruksinya.

4. Upheavel (Jembul)

   Upheavel adalah pergerakan keatas dari perkerasan. Hal ini umumnya disebabkan adanya pengembangan tanah dasar yang ekspansive. Pada daerah bersalju terjadi akibat adanya efek pengembangan es pada bawah lapisan pavement.

5. Utility cut depression

   Merupakan penurunan dari tambalan pada jalan

akibat adanya galian untuk penempatan instalasi-instalasi pipa air, listrik, telepon dsb. Perbaikan kembali galian tersebut sering tidak cukup pemadatannya sehingga menyebabkan penurunan pada bekas galian tersebut.

2.2.3. Cacat Permukaan (Disintegration)

Disintegration adalah pecahnya lapisan perkerasan menjadi bagian-bagian yang lepas, termasuk didalamnya terlepasnya partikel agregat. Disintegration jika tidak segera ditangani pada tahap awal akan berkembang sampai perkerasan rusak berat.

Bentuk disintegration dibagi menjadi dua, yaitu :

1. Potholes (Lubang)

   Merupakan disintegration setempat yang membentuk lubang berbagai ukuran. Potholes umumnya disebabkan kelemahan perkerasan akibat terlalu sidikitnya aspal, terlalu tipisnya lapisan perkerasan, juga disebabkan drainase yang kurang baik.

2. Raveling (Pengelupasan)

   Reveling adalah pengelupasan partikelperkerasan dari permukaan jalan. Mula-mula partikel-partikel

agregat halus lepas akhirnya permukaan menjadi kasar sekali. Penyebabnya adalah kurang pemadatannya, agregat yang digunakan kurang bersih, terlalu sedikit aspal dalam campuran, atau pemanasan yang terlalu tinggi pada campuran aspal.

2.2.4. Slippery Surface / Skid Hazard (Kelicinan permukaan)

Dalam keadaan permukaan kering, jalan dapat menjadi licin akibat adanya lapisan tipis aspal pada permukaan jalan, pengausan agregat lapisan permukaan dan akibat adanya minyak, lumpur dll. Pekerasan sering menjadi licin pada kondisi basah, hal ini disebabkan adanya lapisan air pada permukaan jalan yang menyebabkan berkurangnya daya cengkeram roda.

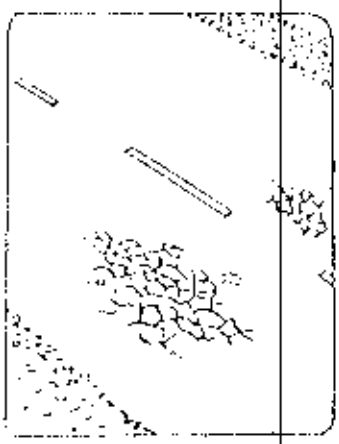
Slippery surface terdiri dari :

1. Bleeding / Flushing asphalt

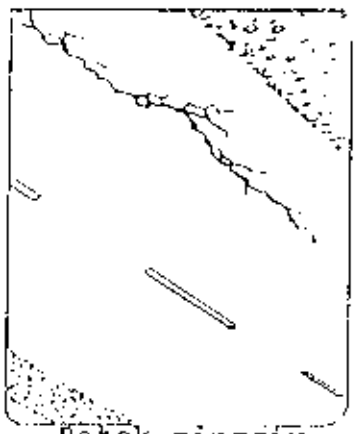
   Adalah adanta aspal yang keluar pada permukaan perkerasan membentuk bercak-bercak hitam atau berupa lapisan tipis aspal yang licin. Penyebab keluarnya aspal ke permukaan tersebut adalah akibat terlalu banyak aspal pada lapisan perkerusan. Beban lalu lintas yang berat pada perkerasan yang mengandung banyak aspal dapat menyebabkan aspal keluar ke permukaan.

2. Polished aggregate (Pengausan agregat)

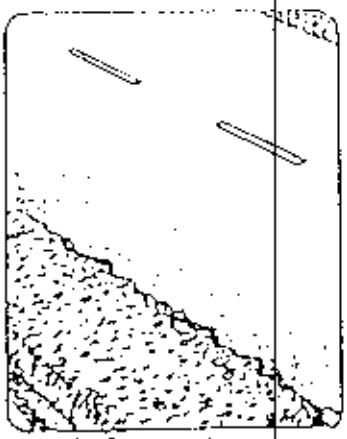
Polished aggregat adalah terjadinya pengausan pada partikelagregat permukaan perkerasan, agregat tersebut menjadi licin. Penyebabnya adalah adanya pergeseran dengan roda kendaraan. Jenis agregat mempengaruhi kecepatan pengausan. Agregat dari batu kapur lebih cepat aus dari pada agregat yang lain.



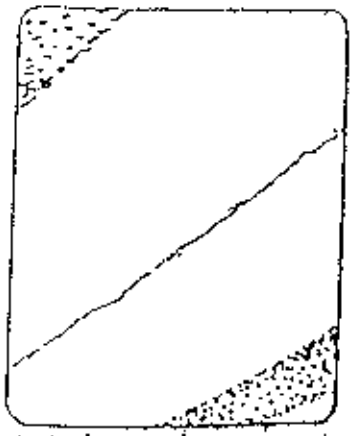
Retak kulit buaya
(aligator cracks)



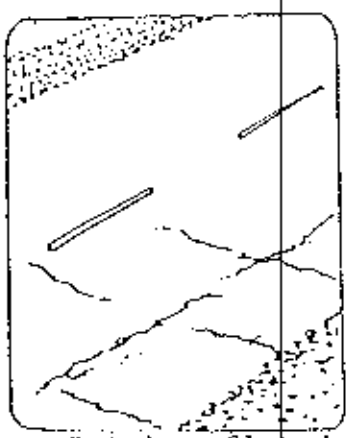
Retak pinggir
(edge cracks)



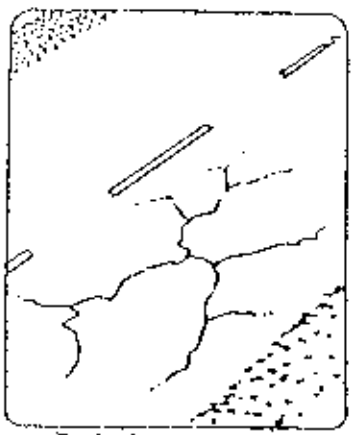
Retak pertemuan perkerasan dan bahu (edge joint cracks)



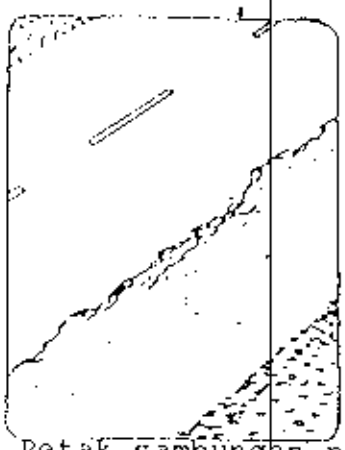
Retak sambungan jalan (lane joint cracks)



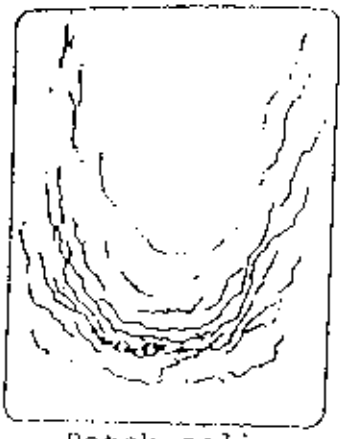
Retak refleksi
(Reflection cracks)



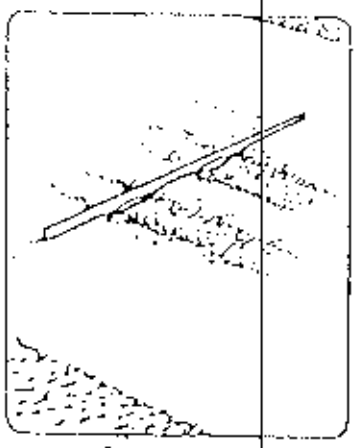
Retak susut
(shringkage cracks)



Retak sambungan pelebaran (widening cracks)



Retak selip (slippage cracks)

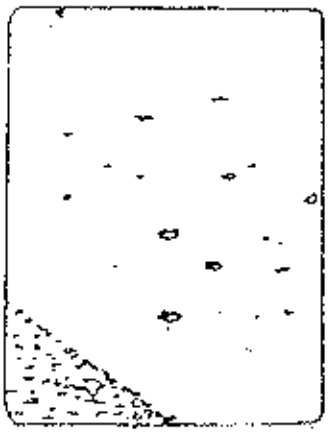


Alur (ruts)

Keriting (corrugations)

Jembul (Upheavel)

Amblas (depressions)



Pelepasan butir (ravelling)

Lubang (pot hole)

Pengausan (polished agregate) pada perkerasan.

Kegemukan (bleeding)

2.3. METODE PENILAIAN KONDISI KERUSAKAN JALAN

Di Indonesia, metode penilaian kondisi kerusakan jalan secara visual, telah dikembangkan oleh Puslitbang jalan tahun 1976. Metode ini telah dipakai untuk inventurisasi jalan-jalan negara oleh Bina Marga. Pada pertengahan tahun 1988 Yogamandan memperkenalkan metodenya untuk digunakan di Indonesia. Selain kedua metode tersebut metode Texas (1979) mulai dipakai oleh beberapa instansi yang terkait dengan program pembinaan jalan. Harijanto dan Abidin (1988) telah mengembangkan suatu metode penilaian yang berdasarkan metode Pennsylvania (USA), yang kemudian disempurnakan oleh Prihatin Dirgolaksono (1990).

2.3.1. Metode Dinamarga (1979).

Puslitbang jalan (1979) telah mengembangkan metode penilaian kondisi permukaan jalan secara visual. Penilaian kondisi permukaan jalan yang diperkenalkan didasarkan pada jenis dan besarnya kerusakan serta kenyamanan kerlalu lintas. Jenis kerusakan yang ditinjau adalah retak, lepas, lubang, alur, gelombang, ambles dan belah. Besarnya kerusakan merupakan prosentase luas permukaan jalan yang rusak terhadap luas kleseluruhan jalan yang ditinjau.

A. Cara pelaksanaan.

1. Peralatan.

   - Kendaraan standart "Toyota Jeep" dengan kondisi baik, dilengkapi tempat duduk menghadap ke muka.
   - Formulir pemeriksaan (gambar 2.1)

2. Staff peleksana.

   Pelaksana terdiri dari 3 orang petugas penilai dan 1 pengemudi. Para petugas harus berpengalaman dalam bidang jalan, mengetahui persoalan-persoalan kualiti kontrol, pelaksanan, jenis dan penyebab kerusakan jalan.

3. Cara pemeriksaan.

   - Kendaraan dijalankan dengan kecepatan tetap sebesar 40 km/jam, pada ruas jalan yang dinilai.
   - Petugas penilai memberikan penilaian terhadap kenyamanan perjalanan, mencatat jenis dan besarnya kerusakan yang terdapat pada jalan yang diperiksa dengan interval 1000 meter.

B. Penilaian kondisi permukaan

1. Nilai prosentase kerusakan (Np).

   Besarnya nilai prosentase kerusakan diperoleh dari prosentase luas permukaan jalan yang rusak keseluruhan bagian jalan yang ditinjau. Penilaiannyaadalah sebagai berikut :

Prosentase	Kategori	Nilai
< 5 %	Sedikit sekali	2
5 % - 20 %	Sedikit	3
20 % - 40 %	Sedang	5
> 40 %	Banyak	7

2. Nilai bobot kerusakan (NJ)

Besarnya nilai bobot kerusakan diperoleh dari jenis kerusakan pada permukaan jalan yang ditinjau. Penilaiannya adalah :

Konstruksi aspal beton tanpa kerusakan = 2

Konstruksi penetrasi tanpa kerusakan = 3

- Tambalan = 4
- Retak = 5
- Lepas = 5,5
- Lubang = 6
- Alur = 6
- Gelombang = 8.6
- Ambles = 7
- Belahan = 7

3. Nilai jumlah kerusakan (Nj).

Besar nilai jumlah kerusakan diperoleh dari perkalian nilai prosentase kerusakan dengan nilai bobot kerusakan. Nilai jumlah kerusakan tercantum dalam Tabel 2.1.

Tabel 2.1. Nilai jumlah kerusakan.

JENIS KERUSAKAN	PROSENTASE LUAR AREA KERUSAKAN			
	< 5% SEDIKIT SEKALI	5 - 20% SEDIKIT	20 - 40% SEDANG	> 40% BANYAK
Aspal beton	4			
Penetrasi	6			
Tambalan	8	12	20	28
Retak	10	15	25	35
Lepas	11	16,5	27,5	38,5
Lubang	12	18	30	42
Alur	12	18	30	42
Gelombang	13	19,5	32,5	45,5
Ambles	14	21	35	49
Belahan	14	21	35	49

4. Nilai kerusakan jalan (Nr).

   Nilai kerusakan jalan merupakan jumlah total dari setiap nilai jumlah kerusakan pada suatu ruas jalan.

5. Nilai kenyamanan jalan (Np).

   Nilai kenyamanan diperoleh dari hasil penilaian terhadap kenyamanan perjalanan.

   Penilaiannya adalah sebagai berikut :

   - Nyaman = 30
   - Kurang nyaman = 45
   - Tidak nyaman = 55

6. Nilai gabungan kondisi (Ng).

   Nilai gabungan kondisi dihitung dengan rumusan sebagai berikut :

$$Ng = 0,5\ Nr + 0,5\ Nn$$

Nilai Ng yang kecil menunjukkan kondisi permukaan jalan yang baik.

2. Nilai kondisi permukaan (V).

Nilai kondisi permukaan ditentukan berdasarkan besarnya nilai Ng dengan batasan sebagai berikut :

Ng = 20 - 30 : V = 4 - 3

Ng = 30 - 40 : V = 3 - 2

Ng = 40 - 50 : V = 2 - 1

Ng = 50 - 100 : V = 1 - 0

Nilai V yang besar menunjukkan kondisi jalan yang baik.

NAMA JALAN : ....

KERUSAKAN	SECTION No																															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
TAMBALAN																																
RETAK																																
LEPAS																																
LUBANG																																
AUS																																
GELOMBANG																																
AMBLES																																
KELANAN																																
NILAI KERUSAKAN																																

KETERANGAN																																

Keterangan :

A = Sedikit Sekali : < 5 %
B = Sedikit : 5 - 20 %
C = Sedang : 20 - 40 %
D = Banyak : > 40 %

Kemiringan :
Datar = 0%
Sedang Miring = 4%
Tidak datar = 6%

2.3.2. Metode Yoganandan (1988).

Metode ini adalah pengembangan dari seorang konsultan asing yang dikontrak oleh Direktorat Jendral Bina Marga, Departemen Pekerjaan umum yaitu Yoganandan (1988), yang telah diuji coba selama kurang lebih 3 tahun, pada 4 kota besar di Indonesia yaitu Bandung, Semarang, Surabaya dan Medan. Metode ini secara garis besar dibedakan dalam dua bagian. Bagian pertama penilaian terhadap kondisi perkerasan dan bagaian kedua penilaian terhadap kondisi drainase. Hal ini dimaksutkan untuk meringankan kerja team survey dan untuk memisahkan penentuan prioritas untuk perkerasan dan drainase.

Penilaian kondisi perkerasan jalan meliputi hal-hal : surface texture, potholes, patching, cracking, rutting, dan depression. Sedang penilaian terhadap kondisi drainase meliputi kondisi saluran tepi, connection, side walk, shoulder, dan edge / curb.

A. Survey kondisi permukaan jalan.

1. Pelaksanaan.

Survey dilakukan dengan jalan kaki atau berkendaraan dengan pelan-pelan. Peninjauan kondisi permukaan jalan meliputi hal-hal sebagai berikut :

a. Surface texture.

Merupakan peninjauan tentang keadaan permukaan

jalan, meliputi keadaan :

- close, keadaan permukaan rapat.
- fatty, keadaan permukaan jalan terlalu banyak aspal.
- hungry, keadaan permukaan jalan kekurangan aspal.
- fretting, keadaan permukaan jalan lepas-lepas.
- disintegrating, keadaan permukaan jalan rusak.

Pencatatan dilakukan terhadap rata-rata keadaan permukaan jalan yang ditinjau.

b. Potholes.

Pencatatan dilakukan terhadap jumlah dan luas (m^2).

c. Patching.

Pencatatan dilakukan terhadap jumlah dan luas (m^2).

d Cracking.

Pencatatan dilakukan terhadap panjang dan lebar keretakan, dicatat berdasarkan tipe retak yang dibagi dalam 4 tipe yaitu : longitudinal, transverse, random, dan alligator.

e. Rutting.

Pencatatan dilakukan terhadap panjang dan dalamnya alur yang ada.

f. Depression.

pencatatan dilakukan terhadap jumlah dan kedalaman

depres.

Masing-masing kondisi dicatat kedalam formulir survey kondisi perkerasan seperti tercantum dalam pada Gambar 2.

2. Penilaian.

Penilaian kondisi dilakukan dengan menjumlah nilai dari masing-masing faktor kondisi. Nilai dari masing-masing jenis kerusakan tersebut dapat dilihat pada Tabel 2.2.

3. Penetuan prioritas.

Ranking prioritas ditentukan dengan menggunakan rumusan :

Ranking prioritas = 17 - (AADT class + Tingkat kondisi jalan)

Tingkat kondisi jalan diperoleh berdasarkan total nilai kerusakan dengan batasan seperti Tabel 2.3. Sedangkan AADT class diperoleh dari Tabel 2.4.

Ranking prioritas menunjukkan kebutuhan dari jalan yang ditinjau. Pembagian ranking prioritas adalah sebagai berikut :

Rangking Prioritas 0 - 3

Jalan dalam katagori ini memerlukan peningkatan dan diperlukan test Benkleman Beam untuk mengetahui kekuatan perkerasan.

Rangking Prioritas 4 - 6

Secara umum jalan pada katagori ini memerlukan overlay. tidak diperlukan test Benkleman Beam kecuali jika ada rutting lebih dalam dari 2 mm.

Rangking Prioritas lebih dari 7

Jalan dalam katagori ini hanya memerluka pemeliharaan rutin seperti penambalan lubang. alur, ambles. dan retak-retak.

TABEL 2.2. Nilai kerusakan perkerasan.

JENIS KERUSAKAN	ARITERIA	NILAI
Retak-retak	Jenis keretakan :	
	- Alligator	5
	- Random	3
	- Transverse	1
	- Longitudinal	1
	- Lebar retak :	
	> 2 mm	3
	1 - 2 mm	2
	< 1 mm	1
	Severity area :	
	> 30 %	3
	10 - 30 %	2
	< 10 %	1
Rutting	Kedalaman rutting	
	20 mm	7
	11 - 20 mm	5
	6 - 10 mm	3
	0 - 5 mm	1
Patching dan potholes	Prosentase luas :	
	> 30 %	3
	20 - 30 %	2
	10 - 20 %	1
	< 10 %	0
Surface texture	Disintegration	4
	Fretting/Raveling	3
	Rough (Hungry)	2
	Fatty (Bleeding)	1
	Close texture	0
Depressions	Kedalaman depresi :	
	> 5 cm	4
	2 - 5 cm	2
	0 - 2 cm	1

TABEL 2.3. Tingkat Kondisi Jalan.

NILAI	TINGKAT KONDISI
28 - 29	9
22 - 25	8
19 - 21	7
16 - 18	6
13 - 15	5
10 - 12	4
7 - 9	3
4 - 6	2
1 - 3	1

TABEL 2.4. Kelas lalu lintas.

KELAS LALU LINTAS	LALU LINTAS HARIAN RATA-RATA	KETERANGAN
0	20	Estimasi atau perhitungan jumlah kendaraan bermotor beroda empat per hal.
1	20 - 50	
2	50 - 200	
3	200 - 500	
4	500 - 2000	
5	2000 - 5000	
6	5000 - 20000	
7	20000 - 50000	
8	> 500000	

B. Survey kondisi drainase

1. Pelaksanaan.

Petugas survey mengamati kondisi sistem drainase, untuk keperluan survey kerb dan sidewalk termasuk dalam sistem drainase.

Hal-hal yang ditinjau adalah :

a. Side drain :

Kondisi salauran tepi yang dicatat adalah hal-hal sebagai berikut :

- Existing (ada) atau non existing (tidak ada).
- Blocked (terbuntu) atau Clear (bersih).
- Adequate capacity (mampu menampung air) atau inadequate capacity (tidak mampu menampung air).

b. Connection.

Peninjauan terhadap saluran penghubung dari tepi perkerasan ke saluran tepi meliputi hal-hal sebagai berikut :

- Existing (ada) atau Non existing (tidak ada).
- Blocked (terbuntu) atau Clear (bersih).

c. Side walk.

Peninjauan terhadap tratoir meliputi hal-hal sebagai berikut :

- Existing (ada) atau Non existing (tidak ada).
- Even (menerus) atau Uneven (hanya sebagian ruas

Jalan).

- Damaged (rusak) atau Undamaged (baik).

d. Shoulder.

Peninjauan terhadap bahu jalan meliputi hal-hal sebagai berikut :

- Toohigh (terlalu tinggi) atau level (sama tinggi) atau toolow (terlalu rendah).
- Graded (berkemiringan) atau Uneven (berkemiringan sebagian).
- Sealed (diperkeras) atau Unsealed (Tidak diperkeras).

e. Edge dan Kerb.

Peninjauan terhadap tepi perkerasan dan peninggian tepi meliputi hal-hal sebagai berikut :

- Existing (ada) atau Non existing (tidak ada)
- Damaged (rusak) atau Undamaged (baik).

Hasil pengamatan dicatat pada formulir kondisi drainase, seperti pada Gambar 2.2

2. Penilaian.

Masing-masing faktor penilaian kondisi drainase mempunyai nilai, dengan penilaian seperti Tabel 2.5. Total nilai yang didapat merupakan nilai kondisi drainase. Sistem drainase ditentukan berdasarkan nilai yang didapat.

Nilai diatas 15

Sistem drainase memerlukan pembangunan kembali.

Nilai antara 10 - 15

Sistem drainase memerlukan perbaikan pada komponen-komponennya.

Nilai kurang dari 10

Sistem Drainase memerlukan perawatan rutin seperti pembersihan saluran tepi, pembetulan bahu jalan, dsb.

TABEL 2.5. Nilai kerusakan fasilitas drainase.

JENIS	KONDISI	NILAI
Side drains	Existing	0
	Not existing	7
	Blocked	5
	Clear	0
	Lined	0
	Unlined	2
	Adequate size	0
	Inadequate size	5
Cross section	Existing	0
	Non existing	3
	Blocked	2
	Clear	0
Shoulder	Too high	2
	Level	0
	Too low	2
	Gravel	0
	Narrow	2
	Asphalt	0
	Unsurfaced	1
Side walk	Existing	0
	Not existing	3
	Open	0
	Broken	1
	Damaged	2
	Settlement	0
Embankment	Existing	0
	Non existing	1
	Damaged	2
	Undamaged	0

REGIONAL CITIES URBAN TRANSPORT PROJECT CONDITION SURVEY

PAVEMENT SURFACE — PAVEMENT TYPE

REFERENCE STATION	SURFACE TEXTURE	POTHOLES	PATCHING	CRACKING TYPE	CRACKING WIDTH	STRUCTURAL RUTTING	DEPRESSIONS
0.00							
0.10							
0.20							
0.30							
0.40							
0.50							
0.60							
0.70							
0.80							
0.90							
1.00							
1.10							
1.20							
1.30							
1.40							
1.50							
1.60							
1.70							
1.80							
1.90							
2.00							

SURFACE — TEXTURE
STATE - FATTY
HUNGRY
DISINTEGRATING

POTHOLES
No. —
ESTIMATED AREA — m²

PATCHING
No. —
ESTIMATED AREA — m²

CRACKING
LONGITUDINAL
TRANSVERSE
RANDOM
ALLIGATOR
SLAB LENGTH (WIDTH)
(mm) (mm)

RUTTING
DEPTH (mm)

DEPRESSIONS
No.
DEPTH (mm)

2.3.3. Metode Texas (1979).

Metode Texas merupakan hasil penelitian dan eksperimen yang dilakukan oleh Texas Transportation Institute atas permintaan Texas Highway Department. Metode Texas melakukan penilaian berdasarkan pada 5 macam kerusakan jalan yaitu Rutting, Raveling, Flushing, Corrugation, Alligator Cracking, Longitudinal Cracking, Transverse Cracking, dan Patching.

A. Persiapan Survey.

1. Pembentukan team survey.

Dua orang petugas survey yang dipilih harus telah terbiasa dengan perencanaan jalan dan metode pemeliharaan jalan. Seorang petugas pengemudi dan mengamati jalan sebelah kanan, sementara seorang penumpang mengamati jalan sebelah kiri dan mencatatkondisi pada formulir data. Oleh karena itu anggota team harus mempunyai pengetahuan tentang pola jalan, macam-macam kondisi kerusakan jalan, pola arus lalu lintas, lokasi jalan, dan persimpangan. Anggota team juga harus mempunyai kemampuan untuk mengendari dengan hati-hati, mengamati kondisi secara obyektif, dan mencatat pengamatan secara konsisten sesuai standard.

b. Penentuan jalan dan bagian jalan.

Penetuan terlebih dahulu jalan-jalan yang akan disurvey diperlukan untuk menghindari subyektifitas karena adanya kepentingan-kepentingan yang telah dipertimbangkan pada jalan tersebut. Pada penetuan jalan yang akan disurvey dianjurkan untuk memelih jalan yang diperkirakan sangat memerlukan perbaikan. Sedangkan penentuan batas bagian jalan dapat ditentukan berdasarkan pedoman sebagai berikut :

- Batas-batas proyek bangunan lama dan baru.
- Batas-batas tambalan dan overlay.
- Perubahan geometris jalan kendaraan, misalnya dari 2 jalur menjadi 4 jalur, dari jalur terbagi menjadi tidak terbagi, dari areal perkotaan menjadi areal pedesaan, dari jalan dengan kreb dan berselokan menjadi jalan tanpa kerb dan selokan.
- Perubahan-perubahan penting secara visual terhadap sifat-sifat khas pinggiran jalan atau lalu lintas.

c. Membiasakan diri dengan formulir survey.

Petugas survey sebelum melakukan survey harus sudah terbiasa dengan formulir-formulir yang digunakan dalam metode ini.

Ada 6 formulir yang digunakan yaitu:

- Summary Data Form

Inventary Data Form A (flexible pavement)

Scoring Key A (flexible pavement)

Inventory Data Form B (Rigid pavement)

Scoring Key B (rigid pavement)

- City Summary Sheet

Penilaian kondisi perkerasan kaku pada Tugas akhir ini tidak dibahas lebih lanjut

B. Pengisian formulir.

1. Summary Data Form.

Pada Summary Data Form (Gambar 2.4) dicatat tentang data lokasi, kelayakan fungsi jalan dan kelayakan struktural. Lokasi jalan ditandai dengan nama jalan dan batas-batas bagian jalan. Data kelayakan fungsi jalan meliputi lebar jalan kendaraan yang diukur dari kerb ke kerb, jumlah jalur, dan lebar median. Disamping itu juga dicatat tentang parkir, tratoir, dan sistem drainase. Bila memungkinkan dicatat pula volume lalu lintas harian rata rata. Data kelayakan struktural meliputi tanggal konstruksi, tanggal perawatan besar yang terakhir, dan kualitas jalan. Summary Data Form memberikan informasi yang diperlukan untuk menentukan prioritas apabila rangking menunjukkan kondisi yang hampir sama

2. Inventory Data Form A (Flexible pavement)

Inventory Data Form A (Gambar 2.4) merupakan pusat perhatian dari evaluasi kondisi jalan dengan menggunakan metode ini. Pada formulir dicatat seluruh hasil pengamatan team survey. Evaluasi kondisi meliputi riding quality dan distress.

Evaluasi Riding Quality

Penentuan riding quality (RQ) berdasarkan ketentuan sebagai berikut :

RQ. 1. Tidak ada masalah dalam mengendari pada batas kecepatan yang diijinkan.

RQ. 2. Ada beberapa getaran dan goncang saat mengendarai pada batas kecepatan yang diijinkan.

RQ. 3. Sukar untuk mengendalikan kendaraan pada saat mengendarai pada batas kecepatan yang diijinkan, pada suatu keadaan pengemudi terpaksa mengendarai pada kecepatan lebih rendah dari batas kecepatan yang diijinkan.

RQ. 4. Tidak mungkin mengendarai pada batas kecepatan yang diijinkan.

Evaluasi Distress

Jenis kerusakan yang dievaluasi pada metode ini ada 8 (delapan) macam. Prosentase besarnya kerusakkan dicatat berdasarkan luas kerusakan terhadap seluruh

luas bagian jalan yang ditinjau. Sedang tingkat keparahannya masing-masing jenis kerusakan ditentukan sebagai berikut :

1. Rutting.

   Faktor penentu tingkat keparahan :

   Ringan : Dalamnya penurunan kurang dari 1/2 inchi.

   Sedang : Dalamnya penurunan sekitar 1/2 sampai 1 inchi tetapi pengendalian kendaraan tidak begitu terpengaruh.

   Berat : Penurunan cukup dalam sehingga kenyamanan dalam mengemudi sangat terpengaruh.

2. Raveling

   Faktor penentu tingkat keparahan :

   Ringan : Sedikit aggregat terlihat terlepas dari perkerasan dan tersebar pada permukaan jalan.

   Sedang : Butiran aggregat yang terlepas menutupi area yang cukup luas pada permukaan jalan.

   Berat : Aggregat yang terlepas telah cukup banyak sehingga menyebabkan permukaan jalan menjadi kasar.

3. Flushing

   Faktor penentu tingkat keparahan :

Ringan : Aspal sedikit menutupi aggregat

Sedang : Aspal menutupi aggregat pada area yang cukup luas

Berat : Aspal menutupi keseluruhan aggregat.

4. Corrugation.

Faktor penentu tingkat keparahan :

Ringan : Kerutan kerutan mulai terlihat.

Sedang : Kerutan-kerutan menyebabkan goncangan tetapi tidak menyebabkan pengurangan kecepatan kendaraan.

Berat : Kerutan-kerutan cukup banyak sehingga menyebabkan kendaraan mengurangi kecepatannya.

5. Alligator Cracking.

Faktor penentu tingkat keparahan :

Ringan : Retakan hampir tidak terlihat.

Sedang : Lebar retakan lebih dari 1/4 inchi pada beberapa tempat, tetapi sisi retakan tidak terpisah keseluruhannya.

Berat : Retakan cukup lebar sehingga sisi-sisi retakanterpisah keseluruhannya.

6 Transverse Cracking.

Faktor penentu tingkat keparahan :

Ringan : Retakan hampir tidak terlihat.

Sedang : Retakan lebih lebar dari 1/4 inchi tetapi tidak terpisah secara keseluruhannya.

Berat : Retakan cukuplebar sehingga sisi retakan sepenuhnya terpisah.

7. Longitudinal Cracking.

Faktor penentu tingkat keparahan :

Ringan : Retakan hampir tidak terlihat.

Sedang : Retakan lebar lebih dari 1/4 inchi tetapi tidak terpisah secara keseluruhannya.

Berat : Retakan cukuplebar sehingga sisi retakan sepenuhnya terpisah.

8. Patching.

Faktor penentu tingkat keparahan :

Ringan : Tambalan rata dengan perkerasan dan tidak menunjukan kerusakan.

Sedang : Tambalan agak rusak tetapi tidak menyebabkan kendaraan mengurangi kecepatannya.

Berat : Tambalan cukup rusak sehingga menyebabkan kendaraan mengurangi kecepatannya, atau terlihat lubang yang belum diperbaiki.

C. Pelaksanaan Survey.

Setalah memahami metode ini, maka suvey dapat dilakukan

dengan urutan sebagai berikut :

1. Penentuan jalan dan panjang bagian jalan. Hal ini dilakukan dengan menandai jalan-jalan yang akan disurvey pada peta kota.
2. Melengkapi Summary Data Form.
3. Mengumpulkan semua peralatan.
4. Menetukan jalan-jalan yang akan disurvey pada hari yang sama.
5. Mengevaluasi jalan yang pertama dan melengkapi kembali Summary Data Form.
6. Survey dilakukan dengan menjalankan kendaraan perlahan-lahan dan mencatat seluruh kerusakan pada Inventory Data Form.

D. Penilaian.

Dari Inventory Data Form yang telah diisi untuk masing-masing jalan kemudian diadakan penilaian terhadap masing-masing faktor kerusakan. Nilai dari faktor kerusakan tersebut terdapat pada Scoring Key Form A, seperti tercantum pada Gambar 2.4 . Dari masing-masing nilai faktor tersebut kemudian ditotal untuk seluruh jalan, dan didapatkan Total Distress Points untuk jalan tersebut.

E. Analisa Hasil.

Dari Total Distress Point dapat ditentukan katagori

kebutuhan dari masing-masing jalan yang dievaluasi. Pembagian katagori jalan tersebut adalah seperti tercantum dalam Tabel 2.6. Dari pembagian katagori tersebut jalan dengan katagori yang sama dimasukkan kedalam City Summary Sheet. Urutan penempatan berdasarkan total distress yang didapat. Setelah proses inventarisasi selesai dan jalan-jalan telah dirangking berdasarkan total distress yang diperoleh, dapat diterapkan hal-hal sebagai berikut :

1. Prioritas perbaikan atau rehabilitasi jalan dapat ditentukan berdasarkan pertimbangan sebagai berikut :

TABEL 2.6. Katagori kebutuhan pemeliharaan jalan.

TOTAL DISTRESS POINTS	KATAGORI
0 - 10	1. Tidak memerlukan perbaikan segera.
11 - 49	2. Memerlukan perbaikan.
> 50	3. Memerlukan pembangunan ulang.

- jalan dengan angka kerusakan tertinggi didahulukan, atau
- jalan arteri didahulukan daripada jalan kolektor atau jalan lokal, atau
- jalan lama didahulukan daripada jalan baru, atau
- jalan yang padat didahulukan daripada jalan yang

kurang padat.

2. Estimasi biaya secara kasar dapat ditentukan dengan data struktur pada Summary Data Form.
3. Estimasi biaya keseluruhan dapat ditentukan dengan menjumlahkan masing-masing estimasi dari jalan yang telah dievaluasi.

Dari City Summary Sheet dapat diberikan rekomendasi oleh pemeritah mengenahi hal-hal berikut :

- Pengadaan inventarisasi setiap tahun. Hal ini disebabkan karena kondisi permukaan jalan selalu berubah.
- Pembuatan inventarisasi fisik jalan. Seperti ROW, kondisi lalu lintas, dsb.
- Penetapan anggaran tahunan untuk rehabilitasi dan perawatan jalan menurut hasil inventarisasi. Dengan adanya anggaran untuk perawatan dan perbaikan tahunan akan mengurangi jumlah jalan yang harus direhabilitasi.

TOTAL DISTRESS POINTS _____

INVENTORY DATA FORM A
(Flexible Pavement)

Street Name _____ Section No. _____

From _____ To _____

RIDING QUALITY (Check one) 1 ☐ 2 ☐ 3 ☐ 4 ☐

Types of Distress	Degree of Distress	Percentage of Area		
		1-15%	16-30%	31%+
RUTTING Score	Slight Moderate Severe			
RAVELING Score	Slight Moderate Severe			
FLUSHING Score	Slight Moderate Severe			
CORRUGATIONS Score	Slight Moderate Severe			
ALLIGATOR CRACKING Score	Slight Moderate Severe			
TRANSVERSE CRACKING Score	Slight Moderate Severe			
LONGITUDINAL CRACKING Score	Slight Moderate Severe			
PATCHING Score	Slight Moderate Severe			

Check One:
Sealed
Partially Sealed
Not Sealed

Check One:
Sealed
Partially Sealed
Not Sealed

2.3.4. Metode Harijanto dan Abidin (1988).

Pada tahun 1988 Harijanto dan Abidin telah mengembangkan suatu metode penilaian yang berdasarkan pada metode Pennsylvania untuk diterapkan di Indonesia. Dalam metode ini dilakukan peninjauan kondisi jalan meliputi :

1. Peninjauamn permukaan jalan, yakni peninjauan kerusakan.
2. Peninjauan kondisi drainase.
3. Peninjauan Riding Quality.

A. Pelaksanaan Survey.

1. Penentuan section survey.

   Seksi survey diambil sepanjang jalan yang dievaluasi.

2. Personal survey.

   Personal survey terdiri dari 2 orang evaluator untuk dua jalur jalan.

3. Peralatan survey.

   Peralatan survey terdiri dari peta lokasi, alat tulis, formulir survey, clip board, manual survey, topi, penggaris 30 cm, meteran 2 m, dan 15 m, kalkulator, tustel, dan mobil.

4. Cara melakukan survey.

   a. Sebelum melakukan survey, semua data tentang jalan yang akan dievaluasi dimasukkan dalam formulir survey.

   b. survey dilakukan pada hari minggu atau hari-hari

libur untuk jalan-jalan sibuk dan pada hari biasa untuk jalan yang tidak sibuk.

c. Survey dimulai dari ujung jalan dan dilakukan dengan berjalan kaki.

d. Arah survey berlawanan arah arus lalu lintas.

e. Banyaknya lintasan survey tergantung lebar jalan.

5. Peninjauan kondisi kerusakan.

Peninjauan kondisi kerusakan meliputi :

a. Excess Asphalt

Tingkat kerusakan :

Rendah : Sedikit bercak aspal pada permukaan jalan .

Sedang : Lebih banyak permukaan tertutup aspal disertai bekas roda kendaraan.

Berat : Hampir seluruh permukaan tertutup aspal oleh aspal.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

b. Raveling dan Weathering.

Tingkat kerusakan :

Rendah : Beberapa partikel mulai terlepas.

Sedang : Permukaan jalan mulai kasar, dan semakin banyak partikel lepas.

Berat : Permukaan jalan sangat kasar, hampir seluruh partikel permukaan jalan lepas.

Cara observasi :

Dicatat prosentase luas terhadap keseluruhan luas seksi.

c. Blok cracking.

Tingkat kerusakan :

Ringan : Keretakan telah ditutp dengan aspal atau lebar retak kurang dari 0,5 cm.

Sedang : Lebar retak 0,5 - 1 cm.

Berat : Lebar retak lebih dari 1 cm.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

d. Transverse dan Longitudinal cracking.

Tingkat kerusakan :

Ringan : Lebar retak kurang dari 0,5 cm

Sedang : Lebar retak 0,5 - 2,5 cm.

Berat : Lebar retak lebih dari 2,5 cm.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

e. Alligator cracking.

Tingkat kerusakan :

Ringan : Retak halus.

Sedang : Keretakkan mulai terpisah.

Berat : Keretakan terpisah dan lepas.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

f. Edge deterioration.

Tingkat kerusakan :

Ringan : Pinggiran mulai retak.

Sedang : Pinggiran jalan retak dan turun.

Berat : Pinggiran jalan rusak dan sebagian hilang.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

g. Bituminous patching.

Tingkat kerusakan :

Ringan : Keadaan tambalan baik.

Sedang : Tambalan mulai mengalami kerusakan.

Berat : Keadaan tambalan jelek, sebagian tambalan rusak berat.

Cara observasi :

Dicatat prosentase luas arealnya terhadap luas seksi.

h. Potholes (lubang).

Tingkat kerusakan :

Rendah : Kedalaman lubang kurang dari 2,5 cm.

Sedang : Kedalaman lubang antara 2,5 - 7,5 cm.

Berat : Kedalaman lubang lebih dari 7,5 cm.

Cara observasi :

Dicatat prosentase panjang arealnya luas terhadap luas seksi.

i Profile distorsion.

Tingkat kerusakan :

Rendah : Perubaahan bentuk permukaan tanpa diikuti retak / plastis.

Sedang : Perubahan bentuk permukaan diikuti dengan retakan.

Berat : Perubahan bentuk permukaan diikuti dengan retak dan lubang.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

6. Peninjauan kondisi drainase.

Peninjauan kondisi drainase meliputi :

a. Pavement surface retension. Yaitu kecenderungan permukaan perkerasan menahan air. Hal ini terjadi bila kemiringan permukaan jalan kurang memadai atau

terjadi depresi pada bagian jalan yang mengakibatkan adanya genangan air setelah turun hujan.

b. Condition of Gutter and Drains channels or side ditch. Yaitu saluran tepi atau melintang jalan sebagai penerima dan pembuang volume air permukaan haruslah memadai terhadap volume air dari permukaan jalan atau daerah sekitar perkerasan. Juga harus dapat secara cepat mengalirkan air hujan ke saluran pembuang.

c. Occurence of inundation by water after rain. Yaitu kemungkinan terjadinya penggenangan air setelah hujan. Hal ini mungkin disebabkan sistem drainase yang kurang memadai.

7. Peninjauan riding quality.

Riding quality digolongkan dalam 4 golongan, yaitu:

RQ.1 : Tidak ada masalah lagi bagi kendaraan untuk berjalan sesuai dengan kecepatan rencana.

RQ.2 : Ada sedikit goncangan dan tersa permukaan jalan yang kasar bila mengendarai pada kecepatan rencana.

RQ.3 : Sukar mengendalikan kendaraan bila mengemudi kecepatan rencana, kadang-kadang pengemudi terpaksa mengurangi kecepatan.

RQ.4 : Tidak mungkin sama sekali bagi kendaraan untuk berjalan pada kecepatan rencana.

B. Penilaian.

1. Penilaian kerusakan jalan :

Toatal nilai kerusakan jalan diperoleh dengan menjumlahkan masing-masing nilai dari tiap tipe kerusakan. Nilai kerusakan diperoleh dengan menggunakan rumusan :

Nilai kerusakan = Nilai tingkat kualitas x faktor pengali.

Nilai tingkat kualitas adalah nilai yang terdapat pada formulir (Gambar 2.5) sedangkan faktor pengali ditentukan berdasarkan klasifikasi kerusakan, seperti pada Tabel 2.7.

2. Penilaian kondisi drainase.

Nilai kondisi drainase diperoleh dengan menjumlahkan masing-masing nilai dari setiap faktor kondisi drainase.

C. Evaluasi.

1. Evaluasi kondisi jalan .

Dari total nilai kerusakan jalan, maka jalan-jalan yang dievaluasi dapat dikelompokkan berdasarkan nilai tersebut :

Nilai kerusakan	Katagori
Kurang dari 10	Tidak diperlukan pemeliharaan.
10 - 30	Memerlukan pemeliharaan ringan.
30 - 60	Memerlukan pemeliharaan sedang.
Lebih dari 60	Memerlukan pemeliharaan berat atau rehabilitasi.

Tabel 2.7 Klasifikasi Jenis Kerusakan Jalan

Klasifikasi	Jenis Kerusakan	Faktor Pengali
I	- Pinholes	0
II	- Raveling - Weathering - Aligator Cracking	1
III	- Trasverse - Longitudinal Cracking - Block Cracking - Shrinkage Cracking - Depression - Weaving Rutting - Shoving - Upheavel - Corrugation	0.7
IV	- Patching - Edge deterioration - Flushing / Excess Asphalt	0.5

2. Evaluasi kondisi drainase.

Dari nilai kondisi drainase (NKD) maka kondisi drainase dapat dikelompokkan dalam 4 kelompok, sebagai berikut :

N K D	Kategori
0 - 6	Baik, memerlukan pemeliharaan rutin seperti pengontrolan dan pembersihan.
6 - 12	Sedang, memerukan perbaikkan ringan pada sistem drainase.
12 - 20	Jelak, memerlukan perbaikkan sedang.
20 - 24	Sangat jelek, memerlkan perbaikkan total pada sistem drainase.

2.3.5. Metode Prihatin Dirgolaksono (1990)

Pada tahun 1990 Prihatin Dirgolaksono telah menyempurnakan metode dari Harijanto dan Abidin yang berdasarkan metode Pennsylvania untuk diterapkan di Indonesia. Dalam metode ini dilakukan peninjauan kondisi jalan meliputi :

1. Peninjauan kondisi permukaan jalan
2. Peninjauan kondisi drainase

A. Pelaksanaan Survey

1. Cara melakukan Survey

a. Sebelum melakukan survey semua data tentang jalan

INVENTORY DATA FORM

Street Name : _____ Section No. : _____

From _____ To _____

TOTAL DISTRESS POINTS _____

Riding Quality 1[ ] 2[ ] 3[ ] 4[ ]

CONDITION		EXTENT					INVENTORY
EXCESS ASPHALT	None	<10%	10-30%	30-60%	>60%	LENGTH	
		3	6	15	24	Little visible sign	
		2	4	10	16	Wheel track smooth	
	0	1	2	5	0	Heavy "bleeding"	
SURFACE UNEVENNESS	None	<10%	10-30%	30-60%	>60%	AREA	
		3	6	15	24	Highly pitted/rough	
		2	4	10	16	Some small hole/pit	
	0	1	2	5	0	Minor loss	
EDGE CRACKING	None	<10%	10-30%	30-60%	>60%	LENGTH	
		3	6	15	24	<1/2" spalled	
		2	4	10	16	1/4"-1/2" spalled	
	0	1	2	5	0	<1/4" or sealed	
TRANS./LONG. CRACKING	None	<10%	10-30%	30-60%	>60%	LENGTH	
		3	6	15	24	>1" spalled	
		2	4	10	12	1/4"-1" spalled	
	0	1	2	5	0	<1/4" or sealed	
ALLIGATOR CRACKING	None	<10%	10-30%	30-60%	>60%	LENGTH	
		3	6	15	24	Spalled and loose	
		2	4	10	16	Spalled and tight	
	0	1	2	5	0	Hair line	
EDGE DETERIORATION	None	<10%	10-30%	30-60%	>60%	LENGTH	
		3	6	15	24	Edge loose/missing	
		2	4	10	16	Cracked edge joined	
	0	1	2	5	0	Cracked edge intact	
RETENTIVE/POROUS PATCHING	None	<10%	10-30%	30-60%	>60%	AREA	
		3	6	15	24	Poor condition	
		2	4	10	16	Fair condition	
	0	1	2	5	0	Good condition	
POTHOLES	None	<1%	1-3%	3-6%	>6%	LENGTH	
		3	6	15	24	>3" depth	
		2	4	10	16	1"-3" depth	
	0	1	2	5	0	<1" depth	
PATCH DETERIORATION	None	<10%	10-30%	30-60%	>60%	LENGTH	
		3	6	15	24	With cracks & holes	
		2	4	10	16	With cracking	
	0	1	2	5	0	Plastic wearing	

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	
	1	2	3	4	Water retained on surface
	0	Water may drain easily on surface			
CONDITION OF INLETS AND DRAINS CHANNEL OF SIDE DITCH	<10%	10-30%	30-60%	>60%	
	GOOD	MODERATE	POOR	VERY POOR	
	2	4	6	0	
FREQUENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	8	12	

yang akan dievaluasi dimasukkan dalam formulir survey.

b. Survey dimulai dari ujung jalan dan dilkukan dengan berjalan kaki.

c. Banyaknya lintasan survey tergantung lebar jalan

2. Peninjauan Kondisi Kerusakan

Peninjauan kondisi kerusakan meliputi :

a. Potholes (lubang)

Tingkat kerusakan

Rendah : Kedalaman lubang kurang dari 2,5 cm

Sedang : Kedalaman lubang antara 2,5 - 7,5 cm

Berat : Kedalaman lubang lebih dari 7,5 cm

Cara Observasi :

Dicatat prosentase luas arealnya terhadap luas seksi jalan.

b. Raveling dan Weathering

Tingkat kerusakan

Rendah : Beberapa partikel mulai terlepas

Sedang : Permukaan jalan mulai kasar dan semakin banyak partikel lepas

Berat : Permukaan jalan sangat kasar, hampir seluruh partikel permukaan jalan lepas

Cara Observasi

Dicatat prosentase luas arealnya

terhadap luas seksi

c. Aligator cracking

Tingkat kerusakan

Ringan : Retak halus

Sedang : Keretakan mulai terpisah

Berat : Keretakan terpisah dan lepas

Cara Observasi

Dicatat prosentase luas kerusakan terhadap luas seluruh seksi yang ditinjau

d. Block Cracking

Tingkat kerusakan

Ringan : Keretakan telah ditutup dengan aspal atau lebar retak kurang dari 0,5 cm

Sedang : Lebar retak 0,5 - 1 cm

Berat : Lebar retak lebih dari 1 cm

Cara Observasi

Dicatat prosentase luas kerusakan terhadap luas seluruh seksi

e. Transverse Cracking

Tingkat kerusakan

Ringan : Lebar retak kurang dari 0,5 cm

Sedang : Lebar retak 0,5 - 2,5 cm

Berat : Lebar retak lebih dari 2,5 cm

Cara Observasi

Dicatat prosentasi panjang arealnya terhadap panjang seksi

f. Longitudinal Cracking

Tingkat kerusakan

Ringan : Lebar retak kurang dari 0,5 cm

Sedang : Lebar retak 0.5 - 2.5 cm

Berat : Lebar retak lebih dari 2,5 cm

Cara Observasi

Dicatat prosentase luas area kerusakan terhadap panjang seksi

g. Rutting

Tingkat kerusakan

Ringan : Lebar retak kurang dari 0,5 cm

Sedang : Lebar retak 0.5 - 2,5 cm

Berat : Lebar retak lebih dari 2,5 cm

Cara Observasi

Dicatat prosentase panjang arealnya terhadsp panjang seksi

h. Excess Asphalt

Tingkat kerusakan

Ringan : Sedikit bercak aspal pada permukaan jalan

Sedang : Lebih banyak permukaan tertutup aspal

disertai bekas roda kendaraan

Berat : Hampir seluruh permukaan tertutup oleh aspal

Cara Observasi

Dicatat prosentase luas arealnya terhadap luas seksi yang ditinjau

i. Bituminous Paching

Tingkat kerusakan

Ringan : Keadaan tambalan baik

Sedang : Tambalan mulai mengalami kerusakan

Berat : Keadaan tambalan jelek, sebagian tambalan rusak berat

Cara Observasi

Dicatat prosentase luas arealnya terhadap luas seksi

j. Edge Deterioration

Tingkat kerusakan

Ringan : Pinggiran mulai retak

Sedang : Pinggiran jalan retak dan turun

Berat : Pinggiran jalan rusak dan sebagian hilang

Cara Observasi

Dicatat prosentase panjang arealnya terhadap panjang seksi

3. Peninjauan Kondisi Drainase

Peninjauan kondisi drainase meliputi :

a. Pavement surface retension. Yaitu kecenderungan permukaan perkerasan menahan air. Hal ini terjadi bila kemiringan permukaan jalan kurang memadai atau terjadi depresi pada bagian jalan yang mengakibatkan adanya genangan air setelah turun hujan.

b. Condition of Gutter and Drains channels or side ditch. Yaitu saluran tepi atau melintang jalan sebagai penerima dan pembuang volume air permukaan haruslah memadai terhadap volume air dari permukaan jalan atau daerah sekitar perkerasan. Juga harus dapat secara cepat mengalirkan air hujan ke saluran pembuang.

c. Occurence of inundation by water after rain. Yaitu kemungkinan terjadinya penggenangan air setelah hujan. Hal ini mungkin disebabkan sistem drainase yang kurang memadai.

B. Penilaian.

1. Penilaian kerusakan jalan :

Toatal nilai kerusakan jalan diperoleh dengan menjumlahkan masing-masing nilai dari tiap tipe kerusakan. Nilai kerusakan diperoleh dengan

menggunakan rumusan :

Nilai kerusakan = Nilai tingkat kualitas x faktor pengali.

Nilai tingkat kualitas adalah nilai yang terdapat pada formulir (Gambar 2.23) sedangkan faktor pengali ditentukan berdasarkan klasifikasi kerusakan, seperti pada Tabel 2.8.

2. Penilaian kondisi drainase.

Nilai kondisi drainase diperoleh dengan menjumlahkan masing-masing nilai dari setiap faktor kondisi drainase.

C. Evaluasi

1. Evaluasi kondisi jalan

Dari total nilai kerusakan jalan, maka jalan-jalan yang dievaluasi dapat dikelompokkan berdasarkan nilai tersebut :

Nilai kerusakan	Katagori
Kurang dari 20	Tidak diperlukan pemeliharaan.
20 - 40	Memerlukan pemeliharaan ringan.
40 - 90	Memerlukan pemeliharaan sedang.

Lebih dari 90	Memerlukan perbaikan berat atau rekonstruksi

Tabel 2.6 Klasifikasi Jenis Kerusakan pada Jalan

Klas Rusak	Jenis Kerusakan	Faktor Pengali
	Struktural	1
I	Ravelling - Weathering Alligator Cracking	1
II	Transverse - Longitudinal Cracking Block Cracking Chainlage Cracking Depression - Weathering Rutting Shoving - Upheaval Corrugation	0.7
III	Patching Edge deterioration Polishing - Excess Asphalt	0.3

2. Evaluasi kondisi drainase.

Dari nilai kondisi drainase (NKD) maka kondisi drainase dapat dikelompokkan dalam 4 kelompok, sebagai

berikut :

N K D	Kategori
0 - 5	Baik, memerlukan pemeliharaan rutin seperti pengontrolan dan pembersihan.
6 - 15	Sedang, memerukan perbaikkan ringan pada sistem drainase.
16 - 25	Jelak, memerlukan perbaikkan sedang.
> 25	Sangat jelek, memerlukan perbaikkan total pada sistem drainase.

INVENTORY DATA FORM

Street name : From ... To ... Section No. :						DISTRESS POINTS PAVEMENT / SHOULDER
Riding Quality	1	2	3	4	5	
CONDITION	EXTENT					SEVERITY
POTHOLES						AREA
PAVEMENT/SHOULDER CRACKING						AREA
ALLIGATOR CRACKING						AREA
RUTTING						AREA
BLOCK CRACKING						AREA
TRANSVERSE CRACKING						LENGTH
LONGITUDINAL CRACKING						LENGTH
BLEEDING						AREA
EXCESS ASPHALT						AREA
BITUMINOUS PATCHING						AREA
EDGE DETERIORATION						LENGTH
CORRUGATION						LENGTH

PAVEMENT SURFACE OBSTRUCTION	0	<10% 1	10-30% 3	30-60% 6	>60% 12
	Water may drain easily from pavement surface				Percent of Water retained on surface
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD		MODERATE		POOR
	0		3		6
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER		RARELY	OCCASIONALLY	ALWAYS
	0		6	12	24

REMARK

BAB III

INVENTARISASI DATA KONDISI KERUSAKAN JALAN

Untuk mendapatkan nilai distress point dilakukan inventarisasi kondisi beberapa ruas jalan di Kabupaten Karawang, terutama jalan-jalan yang mendukung transportasi untuk meningkatkan ekonomi daerah, yakni didaerah penghasil padi dan tambaknya. Pengumpulan data lapangan dilakukan dengan langkah-langkah sebagai berikut :

- 1 Persiapan survey lapangan
- 2 Pelaksanaan survey lapangan, dan
- 3 Penilaian kondisi jalan.

Masing-masing langkah tersebut akan dijelaskan dalam bab ini.

3.1. Persiapan Survey Lapangan.

Persiapan survey lapangan dilakukan untuk memperlancar pelaksanaan survey dan agar survey dapat berjalan yang diharapkan. Persiapan survey dilakukan langkah-langkah sebagai berikut :

1. Penentuan ruas jalan yang akan distudi.

   Penentuan ruas jalan yang akan distudi dilakukan dengan mengamati kondisi ruas jalan yang mendukung transportasi dari daerah penghasil padi atau tambak

ke daerah konsumen.

Dikarenakan waktu untuk melakukan survey lapangan sangat pendek maka dipilih beberapa ruas jalan yang mengalami kerusakkan dan yang masih dalam kondisi sedang. Disamping berdasarkan kondisi secara umum pemilihan ruas jalan tsb, juga didasarkan pada pertimbangan bahwa jalan tersebut tidak akan dilakukan perbaikkan dan peningkatan selama masa studi.

setelah dilakukan pengamatan secara umum tsb ditentukan beberapa ruas jalan yang disurvey, yaitu lihat Tabel 3.1.

2. Mempelajari Metode yang digunakan.

   Untuk memperoleh hasil pengamatan yang baik maka petugas survey harus memahami metode yang dipakai terutama mengenahi batasan tingkat kerusakan dan cara observasinya.

3. Mempersiapkan formulir survey.

   Sebelum melakukan pengamatan lapangan, formulir yang akan dipakai disiapkan secukupnya, sehingga apabila sudah melakukan survey dilapangan, formulir pengisian untuk observasi tidak kekurangan.

4. Mengadakan uji evaluasi.

   Untuk lebih memahami metode penilaian maka

Tabel 3.1. Daftar Ruas Jalan Yang Distudi

No	No Ruas	Ruas Jalan	Jenis Perkerasan	Panjang (Km)
1	06	Tanjung Pura - Pengas Dengklok	Hot Mix	13,5
2	07	Pengas Dengklok - Kuta Gandok	Hot Mix	2,5
3	08	Kuta Ganook - Bedeng	Hot Mix	1,8
4	09	Bedeng - Karang Jati	Hot Mix	7,0
5	10	Karang Jati - Pedes	Hot Mix	1,4
6	12	Pedes - Sungai Buntu	Hot Mix	6,9
7	05	Pengas Dengklok - Cicangkung	Penetrasi	1,4
8	03	Cikangkung - Pisang Sambo	Penetrasi	7,6
9	02	Pisang Sambo - Batu Jaya	Penetrasi	10,8
10	01	Batu Jaya - Tanah Baru	Penetrasi	7,5
11	67	Tanah Baru - Kampung Gajian	Penetrasi	4,5
12	26	Johar - Telagasari	Penetrasi	9,5
13	21	Telagasari - Leman Abang	Penetrasi	8,0
14	19	Lemah Abang - Krasak	Penetrasi	13,5
15	30	Cikalong - Cilamaya	Penetrasi	14,0
16	16	Cilamaya - Muara Cilamaya	Penetrasi	2,0

PETA KABUPATEN KARANGANYAR
KETERANGAN
DIREKTORAT BINA PROGRAM JALAN
KABUPATEN KARANGANYAR
PROPINSI JAWA TENGAH

dilakukan pengujian percobaan pada ruas jalan Tanjung pura - Rengasdengklok. Diharapkan dengan dilakukan percobaan evaluasi petugas survey akan lebih terbiasa dengan metode penilaian yang dipakai.

3.2. Pelaksanaan Survey.

Survey untuk pengumpulan data kerusakan jalan dilakukan pada bulan Agustus 1993 sampai dengan bulan Desember 1993. Prosedur pelaksanaan survey yang dilakukan adalah sebagai berikut :

1. Penetuan Ruas jalan yang akan disurvey dan setiap Ruas jalan dibagi seksi-seksi jalan yang ditentukan sepanjang 500 meter, hal ini untuk mempercepat pelaksanaan survey dilapangan.
2. Personal Survey

   Dalam melakukan evaluasi kondisi jalan, survey dilakukan oleh dua orang evaluator dan seorang pembantu. Tugas utama evaluator adalah mengamati kerusakan jalan dan mencatat kedalam formulir yang tersedia. Sedangkan seorang pembantu bertugas mengukur jalan seksijan yang akan dievaluasi.
3. Peralatan Survey

   Perlengkapan yang diperlukan selama survey adalaah

a. Formulir survey

b. Alat tulis dan clip board

c. Foto tustel

d. Mobil untuk mengukur panjang jalan dan seksi jalan serta untuk evaluasi riding quality

4. Cara melakukan survey

a. Pengukuran panjang seksi jalan dilakukan dengan menjalankan mobil perlahan-lahan sampai pembacaan odometer menunjukan 500 meter. Yang sebelumnya odometer dikalibrasi terlebih dahulu untuk mendapatkan faktor perkaliannya.

b. Survey dilakukan dengan berjalan kaki

c. Jumlah lintasan survey ditentukan berdasarkan lebar jalan. Karena yang disurvey jalan kabupaten yang lebar jalannya rata-rata 5 meter, maka survey dilakukan cukup satu kali lintasan.

d. Peninjauan kerusakan meliputijenis kualitas dan besarnya kerusakan yang terjadi. Juga dicatat jenis perkerasan jalan yang dievaluasi. Jenis kerusakan yang ditinjau meliputi jenis kerusakan retak (cracking), distortion, disentegration, dan patching.

e. Peninjauan sistem drainase dititik beratkan pada fungsi sistem drainase tersebut.

f. Peninjauan riding quality dilakukan dengan mengedarai mobil dengan kecepatan 40 km/jam.

g. Pada bagian tertentu jalan yang disurvey difoto dan foto tersebut diusahakan mewakili kondisi jalan yang dievaluasi.

3.3. HASIL-HASIL SURVEY

Seluruh hasil pengamatan dimasukan kedalam formulir yang tersedia. Nilai kerusakan jalan diperoleh dengan menjumlahkan nilai masing jenis kerusakan yang dicatat.

Contoh perhitungan nilai kerusakan jalan dengan metode yang digunakan sebagai berikut :

No. Ruas : 06
Ruas jalan : Tanjung pura - Rengasdengklok
No. Section : 27

Kerusakan	Severity	Prosentase	Nilai
Kerusakan kategori II :			
Raveling	sedang	10 - 30 %	4
Alligator crack	sedang	< 10 %	2
			6

Jumlah X faktor pengali : 6 X 1 = 6

Kerusakan kategori III :

Profile Distortion	ringan	10 - 30 %	2
Block crack	ringan	< 10 %	1
Transverse Crack	sedang	< 10 %	2
Long Crack	ringan	< 10 %	1
Ruting	ringan	10 - 30 %	2
			8

Jumlah X faktor pengali : 8 X 0,7 = 5.6

Kerusakan kategori IV :

Edge deterrioration	ringan	10 - 30 %	2
Bitumineus patching	moderate	< 10 %	1
			3

Jumlah X faktor pengali : 3 X 0,5 = 1,5

Total nilai kerusakan = 13,1

Kondisi jalan

TDP = 13,1 ——→ Kondisi jalan baik.

Untuk Ruas jalan yang lainnya total nilai kerusakan ditabelkan (Tabel 3.2)

Penentuan nilai kerusakan jalan diasumsikan bahwa jalan tersebut dapat dilewati oleh kendaraan.

Tabel 3.2. Nilai Kondisi Kerusakan Jalan

No Ruas (1)	Ruas Jalan (2)	No Section (3)	Nilai Kerusakan (4)	Rata-rata Nilai Kerusakan (5)	Kondisi (6)
06	Tanjung Pura - Pangkalan Dengklok	1	17.0		
		2	14.0		
		3	13.3		
		4	15.7		
		5	14.6		
		6	16.6		
		7	13.4		
		8	12.9		
		9	15.1		
		10	12.6		
		11	14.6		
		12	12.7		
		13	9.4		
		14	12.4		
		15	10.6		
		16	14.3		
		17	9.7		
		18	13.2		
		19	9.5		
		20	11.4		
		21	13.3		
		22	10.1		
		23	10.5		
		24	11.3		
		25	14.1		
		26	12.0		
		27	13.1		
				12.87	Baik
07	Pangkalan Dengklok - Kuta Gendok	1	17.1		
		2	14.7		
		3	14.9		
		4	14.3		
		5	17.2		
				15.64	Baik

(1)	(2)	(3)	(4)	(5)	(6)
08	Ruas Gandok - Bedeng	1	24.0		
		2	35.8		
		3	34.2		
		4	47.1		
				37.36	Sedang
09	Bedeng - Karang Jati	1	25.5		
		2	40.4		
		3	39.5		
		4	26.5		
		5	29.5		
		6	20.2		
		7	12.5		
		8	14.1		
		9	24.5		
		10	17.2		
		11	33.5		
		12	32.3		
		13	35.5		
		14	37.0		
				28.92	Sedang
10	Karang Jati - Pedes	1	35.5		
		2	35.8		
		3	31.5		
				34.70	Sedang
12	Pedes - Sungai Buntu	1	30.0		
		2	41.8		
		3	29.0		
		4	26.3		
		5	31.5		
		6	29.4		
		7	24.7		
		8	27.7		
		9	27.9		
		10	35.0		
		11	40.7		
		12	33.8		
		13	26.9		
		14	39.3		
				31.07	Sedang

(1)	(2)	(3)	(4)	(5)	(6)
05	Pengas Dengklok - Cikangkung	1	33.7		
		2	35.9		
		3	41.4		
		4	58.0		
				42.00	Rusak
06	Cikangkung - Pisang Semoo	1	22.7		
		2	24.0		
		3	28.2		
		4	32.1		
		5	27.9		
		6	36.7		
		7	45.2		
		8	25.6		
		9	42.6		
		10	44.9		
		11	45.2		
		12	25.1		
		13	26.7		
		14	25.2		
				32.70	Sedang
02	Pisang Semoo - Batu Jaya	1	15.5		
		2	22.7		
		3	27.2		
		4	29.7		
		5	17.1		
		6	25.6		
		7	50.0		
		8	15.9		
		9	26.5		
		10	35.5		
		11	26.5		
		12	20.3		
		13	24.4		
		14	28.1		
		15	32.0		
		16	26.4		
		17	23.4		
		18	20.3		
		19	26.0		
		20	28.0		
		21	19.2		
		22	23.6		
				25.09	Sedang

(1)	(2)	(3)	(4)	(5)	(6)
01	Batu Jaya - Tanah Baru	1	24.6		
		2	30.0		
		3	36.1		
		4	35.8		
		5	28.0		
		6	30.7		
		7	47.6		
		8	37.5		
		9	36.0		
		10	20.8		
		11	28.7		
		12	33.9		
		13	46.7		
		14	27.3		
		15	24.5		
				32.75	Sedang
67	Tanah Baru - Kampung Galian	1	20.0		
		2	17.3		
		3	19.6		
		4	17.9		
		5	12.0		
		6	24.7		
		7	13.7		
		8	15.7		
		9	33.8		
				19.41	Baik

(1)	(2)	(3)	(4)	(5)	(6)
20	Johar - Telagasari	1	42.2		
		2	32.9		
		3	48.1		
		4	46.7		
		5	94.7		
		6	20.1		
		7	20.2		
		8	24.8		
		9	22.1		
		10	54.6		
		11	44.2		
		12	25.2		
		13	33.1		
		14	19.0		
		15	26.5		
		16	21.2		
		17	17.6		
		18	49.7		
		19	33.9		
				34.72	Sedang
21	Telagasari - Lemah Abang	1	18.8		
		2	45.5		
		3	26.8		
		4	58.7		
		5	27.9		
		6	44.8		
		7	54.4		
		8	80.5		
		9	33.7		
		10	32.9		
		11	30.1		
		12	45.8		
		13	46.9		
		14	33.7		
		15	51.9		
		16	32.8		
				37.65	Sedang

(1)	(2)	(3)	(4)	(5)	(6)
19	Lemah Abang - Krasak	1	56.1		
		2	35.8		
		3	26.5		
		4	37.2		
		5	32.8		
		6	50.8		
		7	27.5		
		8	04.6		
		9	44.0		
		10	24.3		
		11	26.8		
		12	28.3		
		13	40.4		
		14	22.4		
		15	40.3		
		16	38.2		
		17	23.6		
		18	28.2		
		19	37.2		
		20	31.1		
		21	21.8		
		22	26.3		
		23	27.6		
		24	32.0		
		25	44.2		
		26	40.9		
		27	24.4		
				33.57	Sedang

(1)	(2)	(3)	(4)	(5)	(6)
30	Cikalong - Cilamaya	1	29.0		
		2	29.5		
		3	25.5		
		4	26.0		
		5	26.6		
		6	26.3		
		7	27.1		
		8	34.3		
		9	27.6		
		10	32.1		
		11	31.2		
		12	28.5		
		13	33.0		
		14	29.8		
		15	31.9		
		16	35.3		
		17	30.3		
		18	28.3		
		19	28.3		
		20	35.3		
		21	30.0		
		22	38.0		
		23	41.6		
		24	35.1		
		25	33.6		
		26	37.5		
		27	26.4		
		28	33.4		
				31.26	Sedang
16	Cilamaya - Muara Cilamaya	1	47.4		
		2	38.2		
		3	48.0		
		4	47.7		
				45.33	Rusak

BAB IV

ANALISA BIAYA

4.1. THEORY PENUNJANG

Untuk menganalisa ekonomi maupun analisa finansial, teory-teory dasar yang digunakan untuk menunjang dalam penyelesaian permasalahan diatas yaitu :

1. Biaya Operasi Kendaraan
2. Perumusan Nilai Uang terhadap Waktu
3. Analisa Perbandingan Ekonomi

4.1.1. BIAYA OPERASI KENDARAAN

Model yang dipakai untuk perhitungan Biaya Operasi Kendaraan mulai dikembangkan sebagai bagian dari analisis ekonomi didalam proyek pengembangan jaringan jalan baik intra urban maupun inter urban.

Beberapa model perhitungan biaya operasi kendaraan yang pernah diterapkan di Indonesia, antara lain :

1. GENMERRI

   Perhitungan dengan metode ini memerlukan banyak data, disamping itu tidak dapat dipisahkan hubungannya dengan model-model lain dalam pemakaian sebagai dasar perhitungan kurang sederhana.

2. SVOC (Simplified Vehicle Operating Cost)

Metode ini tidak membutuhkan data yang banyak tetapi perumusannya yang didapat bukan berasal dari kendaraan yang mewakili di Indonesia.

3. PCI (Pasific Consultant International)

   Keunggulan metode ini dibandingkan dengan dua metode terdahulu adalah sebagai sampling digunakan kendaraan yang umum ada di Indonesia sehingga libih mendekati keadaan sebenarnya di Indonesia. Terutama untuk daerah perkotaan yang relatif mempunyai lahan yang datar.

4. N.D. Lea & Associated LTD

   Metode ini keunggulannya hampir sama dengan metode dari PCI. tetapi perumusannya berdasarkan indeks kerusakan permukaan jalan sehingga penggunaannya sesuai dalam menentukan prioritas penanganan jalan berdasarkan kerusakan jalan.

Dalam Tugas Akhir ini perhitungan Biaya Operasi Kendaraan menggunakan metode N.D. Lea & Associated LTD (1975), mengingat kelebihan dari metode N.D. Lea diatas.
Pada dasarnya perhitungan Biaya Operasi Kendaraan terdiri dari dua hal pokok yaitu biaya tetap (Standing Cost) dan biaya gerak (Running Cost).

Secara sederhana Biaya Operasi Kendaraan dapat dirumuskan sebagai berikut :

$$BOK = SC + RC$$

Dimana :

BOK : Biaya Operasi Kendaraan

SC : Standing Cost (biaya tetap)

RC : Running Cost (biaya gerak)

a.Biaya Tetap (Standing Cost)

Biaya tetap kendaraan bermotor adalah biaya yang dibutuhkan secara rutin untuk jangka waktu tertentu dan tidak terpengaruh oleh operasi kendaraan tersebut, seperti kecepatan, pengemudi, dan bentuk geometrik jalan. Beberapa contoh biaya tetap adalah sebagi berikut :

- Biaya pajak kendaraan bermotor,
- Biaya uji kendaraan bermotor,
- Biaya asuransi kendaraan bermotor,
- Biaya asuransi penumpang jasa raharja.

Besarnya biaya-biaya itu berbeda-beda untuk masing-masing jenis kendaraan

b.Biaya Gerak (Running Cost)

Merupakan biaya yang harus dikeluarkan, besarnya tergantung dari bagaimana kendaraan tersebut dioperasikan. Faktor-faktor yang mempengaruhi biaya gerak kendaraan bermotor dapat dikelompokkan sebagai berikut :

A. Faktor Jalan

- Jarak tempuh (Panjang jalan)
- Rekayasa geometrik jalan
- Karakteristik lapisan permukaan jalan
- Volume, komposisi, kontrol lalu lintas dan perubahan kecepatan.

B. Faktor Kendaraan

- Rekayasa mesin
- Jumlah pemakaian bahan bakar
- Tekanan angin ban dan ukuran ban
- Ukuran bentukdan karakteristik dinamis kendaraan
- Type bahan bakar.

C. Faktor Pengemudi

- Tingkat percepatan dan perlambatan kendaraan
- Kecepatan jelajah
- Pemeliharaan kendaraan
- Karakter penggunaan.
- Jumlah dan kecepatan perpindahan gigi
- Gaji pengemudi dan pembantu untuk kendaraan umum

(komersial)

D. Faktor cuaca dan Topografi

- Suhu, tekanan dan kepadatan udara
- Arah dan kecepatan angin
- Hujan, panas dan kondisi salju pada permukaan jalan
- Ketinggian Topografi.

Ada beberapa element biaya gerak yang umumnya terjadi bila kendaraan dioperasikan, yaitu sebagai berikut :

- Biaya bahan bakar
- Biaya oli
- Pemakaian ban
- Perbaikkan dan perawatan
- Penyusutan kendaraan
- Biaya pengemudi.

Beberapa pengertian dasar yang perlu diketahui sehubungan dengan perhitungan biaya operasi kendaraan adalah :

1. Kecepatan kendaraan (Vehicle Speeds)

   Kecepatan kendaraan dapat diperkirakan untuk semua katagori kendaraan yaitu mobil penumpang, mobil niaga truck, bus. Kecepatan didapat dari hasil pengukuran survey yang dilakukan pada jalan lurus dan kondisi permukaan jalan baik.

2. Pemakaian bahan bakar (Fuel Consumption)

   Pemakaian bahan bakar ditentukan berdasarkan kepada fungsi dari alinyement vertikal, kekasaran jalan, kecepatan dan ratio daya mesin per berat kendaraan.

3. Pemakaian minyak pelumas (Oil Consumption)

   Terdiri dari jumlah pemakaian minyak pelumas untuk pemeliharaan serta selama kendaraan berjalan.

4. Pemakaian ban (Tire Wear)

   Keausan ban selama perjalanan merupakan fungsi dari kekasaran jalan, kondisi permukaan jalan dan jarak.

5. Jumlah jam kerja

   Ditentukan dari rata-rata jumlah jam kerja awak kendaraan (sopir, kondektur, kernet, dan lain lain) selama jarak tempuh tertentu untuk jenis kendaraan yang berbeda-beda.

6. Penyusutan nilai kendaraan

   Penyusutan nilai kendaraan merupakan fungsi terhadap waktu, sehingga nilai kendaraannya adalah sebesar nilai sisa akibat penyusutan tersebut.

Beberapa faktor diatas didapat dari hasil penyelidikan dilapangan dengan berbagai macam jenis kendaraan. Percobaan dan penelitian ini pertama kali dilakukan di Republik Kenya oleh "The Overseas Unit of Transport and Road Reseach Laboratory" yang berkedudukan di Inggris pada tahun 1972.

Kemudian pada dekade berikutnya terus diadakan penelitian dan penyempurnaan faktor-faktor tersebut diatas terutama yang lebih sesuai dengan kondisi karakteristik daerah dan jenis kendaraan pada suatu daerah atau negara. Contoh hal tersebut adalah apa yang telah dilakukan oleh N.D. Lea' & Associated LTD. dengan menggunakan kendaraan wakil dan kondisi daerah yang ada di Indonesia.

4.1.2 PERUMUSAN NILAI UANG TERHADAP WAKTU

Nilai uang berubah-ubah menurut waktu, nilai hari ini belum tentu sama dengan nilai pada sekian tahun mendatang dan perubahan nilai tersebut mempunyai kecenderungan meningkat, misalnya karena inflasi, perkembangan daerah dan lain lain. Besarnya perubahan tidak tergantung pada jumlah tetapi kapan menerima dan kondisi pada saat itu. Besarnya prosentase kenaikan dianggap naik secara periodik tiap tahun walaupun kenyataannya tidak demikian tetapi itu semua masih dalam batas yang dapat diijinkan dalam analisa.

Besarnya prosentase kenaikan biasa disebut bunga (interest). Beberapa istilah yang perlu dikenal dan mempunyai kaitan yang erat dengan nilai uang ialah :

- Nilai sekarang atau Present Worth dan diberi simbol (P)
- Nilai yang akan datang atau Future Worth dan diberi simbol (F)

- Nilai rata - rata tahunan ekivalen atau Annuality Worth yang diberi simbol (A)

Ada beberapa hubungan nilai uang terhadap waktu yang dikaitkan juga dengan cara-cara pembayaran yang berbeda-beda, yaitu :

a. Hubungan antara Present Worth dengan Future Worth :

$$F = P\ (\ 1 + i\ )^n$$

$$P = F\ [\frac{1}{(1+i)^n}\ ]$$

Dimana :

P : Present Worth

F : Future Worth

$(1+i)^n$: Single payment compound amount

$\frac{1}{(1+i)^n}$: Single payment Present Worth

b. Hubungan Present Worth dengan Annual cost

$$P = A\ [\frac{(1+i)^n - 1}{i \times (1+i)^n}\ ]$$

$$A = P\ [\ \frac{(1+i)^n}{(1+i)^{n-1}}\ ]$$

Dimana :

P : Present worth

A : Annual cost

$[\ \frac{(1+i)^n - 1}{i(1+i)^n}\ ]$: Faktor uniform series worth

$$\left[\frac{i\,(1+i)^n}{(1+i)^n - 1} \right]$$: Faktor capital recovery

C. Hubungan antara Future Worth dengan Annual Worth

$$F = A \left[\frac{(1+i)^n - 1}{i} \right]$$

$$A = F \left[\frac{i}{(1+i)^n - 1} \right]$$

dimana :

$\left[\frac{(1+i)^n - 1}{i} \right]$: Faktor uniform series compound amount

$\left[\frac{i}{(1+i)^n - 1} \right]$: Faktor sinking fund deposit

Pada kenyataannya perumusan diatas tidak saja dapat dipakai untuk nilai uang tetapi dapat juga untuk segala sesuatu yang mempunyai kenaikan konstant untuk periode-periode tertentu seperti lalu lintas, pendapatan penduduk, jumlah penduduk dan lain sebagainya.

4.1.3 ANALISA PERBANDINGAN EKONOMI

Untuk membandingkan beberapa alternatif atas dasar nilai uang, maka perlu dilakukan analisa perbandingan ekonomi, beberapa cara yang digunakan dalam analisa tersebut

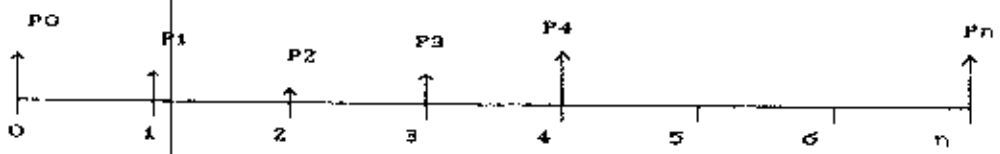
adalah :

- Cara biaya tahunan ekivalen
- Cara Present Worth
- Cara Benefit Cost Ratio
- Cara Internal Rate of Return

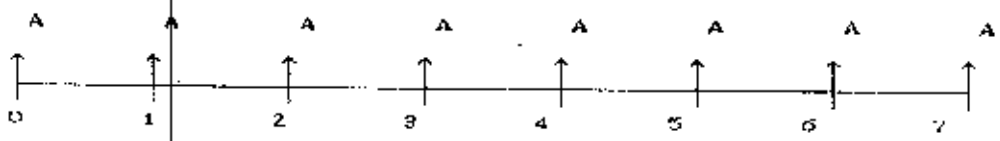
Perbedaan utama dari cara-cara diatas adalah pada peninjauan kepentingan dan logika yang diambil. Penyelesaian mengenai beberapa cara analisa perbandingan ekonomi adalah sebagai berikut :

a. Analisa Biaya Tahunan Ekivalen

Prinsip dari cara ini adalah menjadikan semua pengeluaran dan pemasukan yang terpencar pada tahun yang berlainan sepanjang periode tertentu menjadi biaya tahunan rata-rata yang mempunyai harga sama dan ini disesuaikan dengan interest rate (bunga) yang ada, seperti diagram berikut ini :



berubah menjadi :



Perumusan dasar yang dipergunakan adalah sebagai berikut :

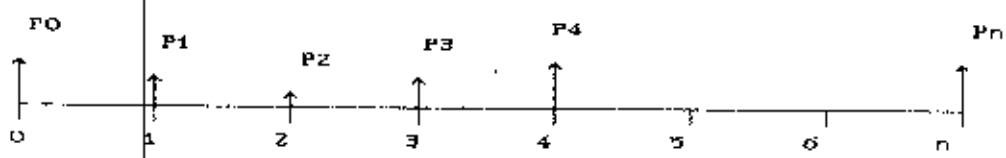
$$A = P \left[\frac{i\,(1+i)^n}{(1+i)\,-1^n}\right]$$

$$A = F \left[\frac{1}{(1+i)\;\;-1^n}\right]$$

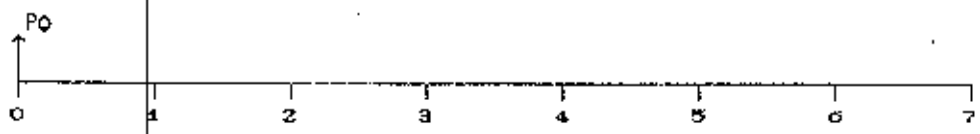
Bila terdapat beberapa alternatif untuk suatu proyek, kita perlu membuat diagram seperti diatas kemudian alternatif yang kita pilih adalah yang biaya pengeluarannya paling kecil.

b. Analisa Cara Present Worth

Pada cara Present Worth ini semua biaya yang didapat atau dikeluarkan pada setiap tahun pada suatu periode tertentu diproyeksikan atas biaya awal saja (Present Worth) dan dikaitkan dengan interest rate (bunga) yang berlaku saat ini. Untuk lebih jelasnya dapat dilihat pada digram sebagai berikut :



berubah menjadi :



Perubahan dasar yang digunakan adalah sebagai berikut :

$$P = A \left[\frac{(1+i)^n - 1}{i\,(1+i)^n}\right]$$

$$P = F \left[\frac{1}{(1+i)^n}\right]$$

Bila terdapat alternatif perlu dibuatkan untuk masing-masing alternatif tersebut. Alternatif terbaik untuk interest rate (bunga) tertentu adalah yang paling kecil pengeluarannya setelah dikonversikan ke Present Worth.

c. Analisa cara Benefit Cost Ratio

Cara ini dipandang sebagai cara yang paling tepat untuk menentukan pilihan pada beberapa alternatif suatu proyek, terutama bila proyek tersebut mewakili kepentingan umum. Dimana penduduk didalam lingkup proyek tersebut akan mendapatkan keuntungan yang tidak langsung seperti kenyamanan, keamanan, tarap hidup yang lebih baik dan fasilitas-fasilitas lain yang lebih memudahkan atau menunjang penghidupan

mereka.

Apabila kita membandingkan dua alternatif yaitu alternatif A dan alternatif B, yang pertama kali kita lakukan adalah mencari pengeluaran, pemasukan dan mencari nilai keuntungan untuk masing-masing alternatif, kemudian ongkos-ongkos yang ada pada masing-masing alternatif dihitung. Perhitungan di atas dibuat untuk masing-masing tahun. Perumusan yang digunakan adalah sebagai berikut :

$$BCR = \frac{\text{keuntungan tahunan}}{\text{ongkos tahunan}}$$

Jika diperoleh harga lebih dari BCR > 1,00 maka alternatif tersebut dapat dipilih untuk dilaksanakan dan jika didapat nilai BCR < 1,00 akan lebih baik menguntungkan untuk membiarkan seperti apa adanya atau dengan kata lain perlu ada alternatif lain untuk diajukan.

d. Analisa Internal Rate of Return (IRR)

Untuk menentukan kelayakan pembangunan suatu proyek secara finansial maka dapat dilakukan dengan cara Internal Rate of Return (IRR) dimana pada prinsipnya adalah menentukan tingkat suku bunga dimana besarnya pengeluaran yang terjadi harus sama dengan besar pemasukan. Bila nilai tingkat suku bunga yang

didapat lebih besar dari tingkat suku bunga yang terjadi dipasaran (Bank) maka proyek tersebut layak untuk dikerjakan. Dalam menentukan nilai tingkat suku bunga tersebut dilakukan dengan cara trial-Error.

4.2. ANALISA BIAYA PEMAKAIAN JALAN (USER COST)

Untuk menghitung biaya pemakaian jalan (Biaya Operasi Kendaraan) dapat dihitung dengan mempergunakan model yang diperkenalkan oleh N.D. Lea & Associated LTD, dimana didalam perhitungan biaya pemakaian jalan tersebut dibagi 2 komponen yaitu : biaya tetap dan biaya bergerak (runing cost).

Yang termasuk komponen biaya tetap yaitu :

- biaya-biaya asuransi
- biaya tambahan untuk pengoperasian kendaraan sebagai kendaraa komersial

Sedangkan yang termasuk dalam komponen biaya bergerak adalah :

- biaya pemekaian bahan bakar (fuel consumption)
- biaya pemakaian oli mesin (engine oil consumption)
- biaya pemakaian ban (tire wear)
- biaya pemeliharaan onderdil kendaraan termasuk pekerjanya (maintenance parts)
- biaya awak kendaraan pada kendaraan komersial (crew

cost)

- biaya penyusutan kendaraan

Untuk menghitung biaya operasi kendaraan (BOK) oleh N.D. Lea, didapatkan dari hasil survey dan percobaan yang dilakukan mempergunakan berbagai jenis kendaraan bermotor yang dikatagorikan menjadi 3 kendaraan model seperti pada tabel 4.1.

Dari jenis kendaraan model diatas karateristiknya seperti pada tabel 4.2.

Tabel 4.1. Kendaraan Model

Kendaraan Model	Kendaraan
Sedan	Sedan, Oplets, Sub urban, Land rover Jeep, Pick–Up, Mikrobus
Truck	Truck 2–axle 6 tyres, 3 – axle 10 tyres, Truck–Trailer, Semi Trailer
Bus	Bus 2 – axle 6 – tyres

Sumber : *Java Road Improvment Project Volume 3 Traffic and Economi Studies and Analyses*. N.D. Lea & Associates LTD.

Tabel 4.2. Karakteristik Kendaran Model

Jenis Karakteristik	Sedan	Truck	Bus
Berat Kendaraan (ton)	1,2	4,0	2,9
Berat Total (ton)	1,7	7,5	5,5
Jumlah Gandar	2	2 – 3	2
Jumlah Cilinder	4 – 6	6	6
Ukuran Roda	4	7	6
Tenaga Maksimum	80	150	130
Rata – rata biaya per Kilometer dalam 1 tahun (1)	40.000	60.000	120.000
Rata – rata umur kendaraan (tahun) (2)	10	7	9
Rata – rata kecepatan (1)	45	40	40

(1) Trans Java Highway Feasibility Study – Lyon Associates
(2) Surabaya – Malang Road Feasibility Study – Ingaroute

4.1.3 Harga-harga Komponen Biaya Operasi Kendaraan

Untuk menghitung Biaya Operasi Kendaraan perlu ditentukan harga dari komponen BOK. Perkiraan harga tersebut didasarkan pada harga tetap (fixed price) tahun 1993

- Sedan Rp. 48.000.000.-
- Truk Rp. 81.000.000.-
- Bus Rp. 15.000.000.-

- Harga Ban
  - Sedan Rp. 85.000.-
  - Truk Berat Rp. 254.000.-
  - Truk Ringan Rp. 254.000.-

- Harga bahan bakar per liter
  - Bensin Rp. 700.-

- Solar Rp. 380,-

4. Harga Oli mesin per liter
   - Oli kendaraan bensin Rp. 5.500,-
   - Oli kendaraan solar Rp. 4.500,-
5. Upah-upah pekerja
   - Pekerja untuk pemeliharaan Rp. 1000,-
   - Pengemudi bus Rp. 1350,-
   - Pengemudi truck Rp. 1350,-
   - Kondektur bus Rp. 750,-
   - Assisten truck Rp. 600,-

4.2.4 Perhitungan Biaya Operasi Kendaraan

Dalam menentukan besarnya Biaya Operasi kendaraan pada jalan unsur dan kondisi permukaan jalan yang baik dibutuhkan 2 data masukan yaitu :

1. Besarnya kacepatan kendaraan, konsumsi bahan bakar, konsumsi oli, konsumsi ban, penyusutan kendaraan, pemeliharaan kendaraan, jam perjalanan untuk upah crew, asuransi kendaraan, dan suku bunga.
2. Besar harga satuan dari tiap bagian konsumsi bahan bakar, konsumsi oli, konsumsi ban, kendaraan, dan upah kerja

Dari studi yang telah dilakukan oleh IBRD dalam " Higway Design Standart Studi ", data yang pertama diambil dari Karateristik kendaraan model. Dan data harga satuan diambil harga yang berlaku tahun 1993.

Menurut metode N.D. Lea besarnya harga-harga konsumsi tersebut adalah sebagai berikut, dengan catatan harga konsumsi tersebut untuk jalan datar dan kondisi permukaan jalan baik, lihat tabel 4.3, 4.4, 4.5 dan 4.6.

Untuk menghitung harga penyusutan kendaraan, suku bunga, asuransi kendaraan dan harga upah crew digunakan rumus sebagai berikut :

Tabel 4.3. Konsumsi Bahan Bakar Untuk Jalan datar dan Kondisi Jalan Baik (per 1000 Km)

Jenis Kendaraan	Konsumsi (litar per 1000 Km)	Harga Satuan (Rp. per liter)	Total Biaya (Rp. per 1000 Km)
Sedan	136	700	95.200
Truck	189	380	71.820
Bus	182	380	69.160

Sumber : *Java Road Improvment Project Volume 3 Traffic and Economi Studies and Analyses.* N.D. Lea & Associates LTD.

Tabel 4.4. Konsumsi Oli Untuk Jalan datar dan Kondisi Jalan Baik (per 1000 Km)

Jenis Kendaraan	Konsumsi (liter per 1000 Km)	Harga Satuan (Rp. per liter)	Total Biaya (Rp. per 1000 Km)
Sedan	1,3	5.500	7.150
Truck	4,0	4.500	18.000
Bus	4,0	4.500	18.000

Tabel 4.5. Konsumsi Ban Untuk Jalan datar dan Kondisi Jalan Baik (per 1000 Km)

Jenis Kendaraan	Konsumsi (liter per 1000 Km)	Harga Satuan (Rp. per liter)	Total Biaya (Rp. per 1000 Km)
Sedan	0,0610	85.000	5.185
Truck	0,0834	254.000	21.183
Bus	0,0612	254.000	15.544

Sumber : *Java Road Improvment Project Volume 3 Traffic and Economi Studies and Analyses.* N.D. Lea & Associates LTD.

Tabel 4.6. Konsumsi Perawatan kendaraan Untuk Jalan datar dan Kondisi Jalan Baik (per 1000 Km)

Jenis Kendaraan	Tenaga kerja			Harga Suku Cadang (Rp.)	Total Biaya (Rp. per 1000 Km)
	Jam kerja	Harga Satuan (Rp.)	Total Biaya (Rp.)		
Sedan	1,69	1.000	1.690	9.500	11.190
Truck	5,59	1.000	5.590	19.500	25.090
Bus	1,12	1.000	1.120	9.700	10.820

Sumber : *Java Road Improvment Project Volume 3 Traffic and Economi Studies and Analyses.* N.D. Lea & Associates LTD.

1. Harga penyusutan kendaraan

$$D = \frac{HK}{TOTKM} \times \frac{\bar{V} \times 100}{V + P \times V \quad V}$$

Dimana D = Penyusutan kendaraan per 1000 km

HK = Harga kendaraan baru

TOTKM = Harga total penggunaan kendaraan sesuai karakteristik kendaraan

$\bar{V}$ = Kecepatan rata-rata

V = Kecepatan kendaraan di jalan

P = Perbandingan antara kendaraan dengan kecepatan tinggi dan kendaraan kecepatan rata-rata, harga tersebut diambil sebesar 0.2 untuk sedan dan 0,5 untuk bus dan truck.

2. Suku bunga

$$IC = \frac{HK}{2 \times \overline{\overline{KM}}} \times \frac{\overline{V} \times 100}{\overline{\overline{V}} + P\,(V - \overline{V})} \times \frac{i}{100}$$

Dimana IC = Biaya suku bunga per 1000 km

HK = Harga kendaraan baru

$\overline{\overline{KM}}$ = Rata-rata penggunaan kendaraan dalam kilometer

$\overline{\overline{V}}$ = Kecepatan rata-rata

V = Kecepatan kendaraan di jalan

P = Perbandingan antara kendaraan dengan kecepatan tinggi dan kendaraan kecepatan rata-rata, harga tersebut diambil sebesar 0,2 untuk sedan dan 0,5 untuk bus dan truck.

i = Suku bunga diambil sebesar 15 %

3. Asuransi

$$A = \frac{INS}{\overline{\overline{KM}}} \times \frac{\overline{V} \times 100}{\overline{\overline{V}} + P\,(V - \overline{\overline{V}})}$$

Dimana A = Biaya asuransi kendaraan per 1000 km

INS = Biaya rata-rata asuransi kendaraan dan biaya overhead kendaraan

$\overline{\overline{KM}}$ = Rata-rata penggunaan kendaraan dalam kilometer

$\bar{V}$ = Kecepatan rata-rata

V = Kecepatan kendaraan di jalan

P = Perbandingan antara kendaraan dengan kecepatan tinggi dan kendaraan kecepatan rata-rata, harga tersebut diambil sebesar 0,2 untuk sedan dan 0,5 untuk bus dan truck.

4. Harga upah crew

$$UP = \frac{UC}{\bar{KM}} \times \frac{V \times 100}{\bar{V} + P (V - \bar{V})}$$

Dimana UP = Harga upah crew kendaraan per 1000 km

UC = Harga upah crew kendaraan per jam

$\bar{KM}$ = Rata-rata penggunaan kendaraan dalam kilometer

$\bar{V}$ = Kecepatan rata-rata

V = Kecepatan kendaraan di jalan

P = Perbandingan antara kendaraan dengan kecepatan tinggi dan kendaraan kecepatan rata-rata, harga tersebut diambil sebesar 0.2 untuk sedan dan 0,5 untuk bus dan truck.

Dari rumus diatas maka dapat dihitung biaya-biaya penyusutan kendaraan, suku bunga, asuransi dan upah crew

kendaraan besarnya biaya tersebut lihat tabel 4.7. dan 4.8. Semua biaya tersebut untuk jalan datar dan kondisi permukaan baik

Yang dimaksud dengan kondisi baik dalam metode ini diasumsikan sebagai berikut tabel 4.9.

Tabel 4.7. Penyusutan kendaraan, Suku Bunga dan Asuransi Untuk Jalan datar dan Kondisi Jalan Baik (per 1000 Km)

Jenis Kendaraan	Penyusutan kendaraan (Rp. per 1000 Km)	Suku Bunga (Rp. per 1000 Km)	Asuransi (Rp. per 1000 Km)
Sedan	96.428,571	72.321,429	39.585,714
Truck	161.642,510	121.381,886	74.447,557
Bus	40.343,915	30.257,936	15.734,127

Tabel 4.8. Upah Tenaga Crew Kendaraan Untuk Jalan datar dan Jalan Baik (per 1000 Km)

Jenis Kendaraan	Upah Tenaga Crew (Rp. per 1000 Km)
Truck	38.888,889
Bus	24.107,143

Sumber : *Java Road Improvment Project Volume 3 Traffic and Economi Studies and Analyses.* N.D. Lea & Associates LTD.

Tabel 4.9. Asumsi karakteristik permukaan jalan kondisi baik

Kondisi dan Karakteristik	Type Perkerasan	
	Hot mix	Penetrasi
Baik		
– Kecepatan	70	60
– Nilai kerusakan	Kurang dari 20	Kurang dari 20
Sedang		
– Kecepatan	50	45
– Nilai kerusakan	21 – 40	21 – 40
Rusak		
– Kecepatan	35	30
– Nilai kerusakan	41 – 90	41 – 90
Rusak Berat		
– Kecepatan	20	17
– Nilai kerusakan	Diatas 90	Diatas 90

Sumber : *Java Road Improument Project Volume 3 Traffic and Economi Studies and Analyses.* N.D. Lea & Associates LTD.

Biaya operasi kendaraan dipengaruhi oleh kondisi permukaan jalan, semakin baik kondisi permukaan jalan maka biaya operasi kendaraan akan lebih sedikit. Adapun besarnya effek dari bermacam kondisi dan type permukaan jalan adalah sebagai berikut (Tabel 4.10, 4.11, dan 4.12). Dengan menggunakan besarnya effek tersebut maka dapat dihitung besarnya biaya operasi kendaraan tiap-tiap ruas yang kondisi

dan type permukaan jalan berbeda (Tabel 4.13, 4.14 dan 4.15)

Tabel 4.10. Prosentase BOK akibat efek dari type perkerasan dan kondisi permukaan jalan untuk SEDAN

Type permukaan dan Kondisi	Bahan Bakar	Oli	Ban	Perawatan
Hot mix				
– Baik	90	100	100	100
– Sedang	84	100	300	230
– Rusak	76	192	575	404
– Rusak berat	73	192	575	404
Penetrasi				
– Baik	77	100	128	119
– Sedang	77	100	556	392
– Rusak	74	192	575	404
– Rusak berat	74	192	575	404

Tabel 4.11. Prosentase BOK akibat efek dari type perkerasan dan kondisi permukaan jalan untuk TRUCK

Type permukaan dan Kondisi	Bahan Bakar	Oli	Ban	Perawatan	Upah
Hot mix					
– Baik	100	100	100	100	100
– Sedang	94	100	121	156	119
– Rusak	94	200	151	234	146
– Rusak berat	102	200	151	234	189
Penetrasi					
– Baik	97	100	103	108	108
– Sedang	95	100	149	229	121
– Rusak	94	200	151	234	148
– Rusak berat	102	200	151	234	189

Tabel 4.12. Prosentase BOK akibat efek dari type perkerasan dan kondisi permukaan jalan untuk BUS

Type permukaan dan Kondisi	Bahan Bakar	Oli	Ban	Perawatan	Upah
Hot mix					
– Baik	100	100	100	100	100
– Sedang	92	100	121	273	119
– Rusak	90	200	151	511	147
– Rusak berat	95	200	151	511	193
Penetrasi					
– Baik	95	100	103	125	112
– Sedang	993	100	149	494	122
– Rusak	89	200	151	511	149
– Rusak berat	95	200	151	511	193

Sumber : *Java Road Improvment Project Volume 3 Traffic and Economi Studies and Analyses.* N.D. Lea & Associates LTD.

Tabel 4.13. BOK tiap ruas jalan sesuai dengan type dan kondisi permukaan jalan untuk SEDAN

Ruas Jalan, Panjang Jalan Type dan Kondisi	Bahan Bakar	Oli	Ban	Penyusutan	Suku Bunga	Asuransi	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Tanjung Pura – Rengas Dengklok							
– 13,5 Km	1.156,890	96,525	89,999	161,065	173,571	130,179	103,709	1.991,726
– Hot mix							
– Baik							
Rengas Dengklok – Kota Gandok							
– 2,5 Km	214,200	17,875	12,963	27,975	32,143	24,107	19,205	349,468
– Hot mix							
– Baik							
Kota Gandok – Bedeng							
– 1,8 Km	143,942	12,870	27,999	46,327	23,143	17,357	13,828	295,466
– Hot mix							
– Sedang							
Bedeng – Karang Jati							
– 7,0 Km	559,776	50,050	108,995	180,159	90,000	67,500	53,775	1.110,145
– Hot mix							
– Sedang							
Karang Jati – Pedes							
– 1,4 Km	111,955	10,010	21,777	36,032	18,000	13,500	10,755	222,029
– Hot mix							
– Sedang							
Pedes – Sungai Buntu							
– 6,9 Km	551,779	49,335	107,330	177,595	89,714	66,536	53,007	1.094,296
– Hot mix							
– Sedang							
Rengas Dengklok – Cikangkung							
– 1,4 Km	102,626	10,010	40,389	61,411	19,000	13,500	10,755	258,861
– Penetrasi							
– Pasak							
Cikangkung – Pisang Sembo							
– 7,0 Km	513,128	50,050	201,600	307,054	90,000	67,500	53,775	1.283,307
– Penetrasi							
– Sedang							

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Pisang Sambo – Baru Jaya								
– 10,8 Km	791,663	77,220	311,349	473,740	138,857	104,143	92,987	1.979,959
– Penetrasi								
– Sedang								
Baru Jaya – Tanah Baru								
– 7,5 Km	549,780	53,625	216,215	328,998	96,429	72,321	57,816	1.374,972
– Penetrasi								
– Sedang								
Tanah Baru – Kampung Baten								
– 4,5 Km	329,869	32,175	29,866	59,922	57,857	43,393	34,570	567,651
– Penetrasi								
– Baik								
Johar – Telagasari								
– 9,5 Km	696,386	67,925	273,972	416,716	122,143	91,607	72,990	1.741,631
– Penetrasi								
– Sedang								
Telagasari – Lemah Abang								
– 8,0 Km	586,432	57,200	230,629	350,616	102,857	77,143	61,457	1.466,636
– Penetrasi								
– Sedang								
Lemah Abang – Kosek								
– 13,5 Km	989,604	96,525	389,186	592,175	173,571	130,179	103,709	2.474,949
– Penetrasi								
– Sedang								
Cikalong – Cilamaya								
– 14 Km	1.026,256	100,100	403,600	614,107	180,000	135,000	107,550	2.566,614
– Penetrasi								
– Sedang								
Cilamaya – Muara [illegible]								
– 2 Km	140,696	27,456	59,629	90,415	25,714	19,286	15,364	378,759
– Penetrasi								
– Rusak								

Tabel 4.14. BOK tiap ruas jalan sesuai dengan type dan kondisi permukaan jalan untuk TRUCK

Ruas Jalan, Panjang Jalan Type dan Kondisi	Bahan Bakar	Oli	Ban	Perawatan	Penyusutan	Suku Bunga	Asuransi	Upah	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)
Tanjung Pura – Pangkalan Dengklok									
– 13,5 Km	969,570	243,000	285,971	338,715	208,349	109,333	126,444	525,000	2.276,382
– Hot mix									
– Baik									
Pangkalan Dengklok – Kota Gandok									
– 2,5 Km	179,550	45,000	52,956	62,725	38,213	20,062	23,416	97,222	421,023
– Hot mix									
– Baik									
Kota Gandok – Sedang									
– 1,8 Km	121,519	32,400	46,137	70,453	27,519	14,444	16,859	93,300	329,326
– Hot mix									
– Sedang									
Sedang – Kerang Jati									
– 7,0 Km	472,579	126,000	179,420	273,993	108,996	56,173	65,564	323,944	1.280,711
– Hot mix									
– Sedang									
Kerang Jati – Pedes									
– 1,4 Km	94,515	25,200	35,884	54,797	21,399	11,235	13,113	64,799	256,142
– Hot mix									
– Sedang									
Pedes – Bungai Buntu									
– 6,9 Km	466,825	124,200	176,867	270,069	105,467	56,370	64,627	319,317	1.282,415
– Hot mix									
– Sedang									
Pangkalan Dengklok – Cikarakyung									
– 1,4 Km	95,521	25,200	44,198	80,439	21,399	11,235	13,113	124,678	291,093
– Penetrasi									
– Rusak									
Cikarakyung – Pasar Bambo									
– 7,0 Km	477,609	126,000	220,989	402,193	108,996	56,173	65,564	329,369	1.455,467
– Penetrasi									
– Sedang									

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Pisang Sambo – Batu Jaya									
– 10,8 Km	736,673	194,400	340,677	620,526	165,079	66,667	101,156	509,200	2.245,577
– Penetrasi									
– Sedang									
Batu Jaya – Tanah Baru									
– 7,5 Km	511,719	135,000	236,720	430,921	114,639	60,185	70,247	352,917	1.559,429
– Penetrasi									
– Sedang									
Tanah Baru – Kampung Gelam									
– 4,5 Km	313,494	81,000	98,183	121,937	68,783	36,111	42,148	189,000	781,657
– Penetrasi									
– Baik									
Johar – Telagasari									
– 9,5 Km	648,176	171,000	299,645	545,833	145,209	78,235	89,979	447,029	1.975,276
– Penetrasi									
– Sedang									
Telagasari – Lemah Abang									
– 8,0 Km	545,932	144,000	252,501	459,649	122,261	64,199	74,930	376,444	1.663,391
– Penetrasi									
– Sedang									
Lemah Abang – Krasak									
– 13,5 Km	921,092	243,000	426,098	775,857	206,349	108,333	126,444	635,250	2.806,972
– Penetrasi									
– Sedang									
Cikalong – Ciamaya									
– 14 Km	955,205	252,000	441,877	804,385	213,992	112,346	131,129	658,779	2.910,934
– Penetrasi									
– Sedang									
Ciamaya – Muara [illegible]maya									
– 2 Km	135,022	72,000	83,973	117,421	30,570	16,049	18,733	115,111	453,769
– Penetrasi									
– Rusak									

Tabel 4.15. BOK tiap ruas jalan sesuai dengan type dan kondisi permukaan jalan untuk BUS

Ruas Jalan, Panjang Jalan Type dan Kondisi	Bahan Bakar	Oli	Ban	Perawatan	Penyusutan	Suku Bunga	Asuransi	Upah	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)
Tanjung Pura – Pangkalan Dengklok									
– 13,5 Km	993,660	243,000	209,944	146,070	162,179	110,290	199,563	325,446	2.004,625
– Hot mix									
– Balk									
Pangkalan Dengklok – Kuta Gendok									
– 2,5 Km	172,900	45,000	39,990	27,050	30,258	20,424	36,990	60,268	371,432
– Hot mix									
– Balk									
Kuta Gendok – Bedeng									
– 1,8 Km	114,529	32,400	33,855	53,169	2,166	14,705	26,611	51,838	277,435
– Hot mix									
– Bedeng									
Bedeng – Kerang Jati									
– 7,0 Km	445,390	126,000	131,656	206,770	84,722	57,189	103,489	200,913	1.155,218
– Hot mix									
– Bedeng									
Kerang Jati – Pedes									
– 1,4 Km	89,078	25,200	26,332	41,354	16,944	11,438	20,698	40,163	231,043
– Hot mix									
– Bedeng									
Pedes – Sungai Buntu									
– 6,9 Km	439,028	124,200	129,777	203,816	83,512	56,371	102,009	197,944	1.139,712
– Hot mix									
– Bedeng									
Pangkalan Dengklok – Cikanglung									
– 1,4 Km	90,046	25,200	32,425	74,831	16,944	11,438	20,698	166,725	271,562
– Penetrasi									
– Rusak									
Cikanglung – Pisang Sambo									
– 7,0 Km	450,232	126,000	162,124	374,156	84,722	57,189	103,489	205,875	1.357,909
– Penetrasi									
– Bedeng									

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Pisang Sambo – Batu Jaya									
– 10,6 Km	894,643	194,400	250,134	577,269	130,714	66,232	159,666	317,836	2.006,059
– Penetrasi									
– Sedang									
Batu Jaya – Tanah Baru									
– 7,5 Km	482,391	135,000	173,704	400,991	90,774	81,272	110,979	220,590	1.454,902
– Penetrasi									
– Sedang									
Tanah Baru – Kampung Gaker									
– 4,5 Km	295,659	81,000	72,046	80,969	54,464	36,763	66,528	121,500	807,329
– Penetrasi									
– Baik									
Jober – Telagasari									
– 9,5 Km	811,029	171,000	220,025	507,783	114,990	77,612	140,447	279,402	1.842,976
– Penetrasi									
– Sedang									
Telagasari – Lemah Abang									
– 8,0 Km	514,550	144,000	185,284	427,606	98,825	66,357	116,271	235,298	1.581,995
– Penetrasi									
– Sedang									
Lemah Abang – Krasak									
– 13,5 Km	868,304	243,000	312,668	721,586	163,393	110,290	199,563	397,045	2.818,823
– Penetrasi									
– Sedang									
Cikalong – Cilamaya									
– 14 Km	900,463	252,000	324,248	748,311	169,444	114,375	206,975	411,750	2.715,817
– Penetrasi									
– Sedang									
Cilamaya – Muara Cilamaya									
– 2 Km	123,105	72,000	46,943	110,580	24,206	19,295	15,364	71,830	411,484
– Penetrasi									
– Rusak									

4.3. Analisa Biaya Konstruksi

Dalam Menentukan biaya konstruksi, tergantung pada cara penanganan terhadap kondisi permukaan jalan dan lalu lintas harian rata-rata yang melewati jalan tersebut. Tiap-tiap kondisi permukaan jalan cara penanganannya berbeda-beda, yaitu :

- Kondisi permukaan jalan baik, cara penanganannya pemeliharaan rutin.
- Kondisi permukaan jalan sedang, cara penanganannya rehabilitasi atau pemeliharaan periodik.
- Kondisi permukaan jalan rusak, cara penanganannya peningkatan (betterment) dan atau tidak dengan pelebaran.

Dengan cara penanganan jalan yang berbeda dan LHR yang melewati tiap ruas jalan juga berlainan, maka dapat diklasifikasikan Biaya Konstruksi berdasarkan hubungan antara cara penanganan jalan dan LHR. Yang bersumber dari pandataan Dinas Pekerjaan Umum Kabupaten Karawang tahun 1993 (Tabel 4.18.).

Tabel 4.16. Klasifikasi Biaya Konstruksi (Rp. 1.000.000,-)

LHR	Penanganan jalan		
	Pemeliharaan Rutin	Rehabilitasi	Betterment
5 - 50	1,3	21	59
51 - 200	1,3	29	64
240 - 500	1,4	34	73
525 - 900	1,5	36	85
950 - 1500	1,5	46	95

Dari tabel di atas maka dapat dihitung untuk Biaya Konstruksi dari tiap-tiap ruas jalan dengan kondisi permukaan dan lalu lintas harian rata-ratanya (tabel 4.17)

Tabel 4.17 Biaya Penanganan Tiap Ruas Jalan per Kilometer

Ruas Jalan	Kondisi Jalan	Cara Penanganan	LHR	Biaya Penanganan (Rp. 1.000.000)
Tanjung Pura - Rengas Dengklok	Baik	Pemeliharaan Rutin	1256	1,5
Rengas Dengklok - Kuta Gandok	Baik	Pemeliharaan Rutin	994	1,5
Kuta Gandok - Bedeng	Sedang	Rehabilitasi	952	46
Bedeng - Karang Jati	Sedang	Rehabilitasi	734	36
Karang Jati - Pedes	Sedang	Rehabilitasi	702	36
Pedes - Sungai Buntu	Sedang	Rehabilitasi	624	36
Rengas Dengklok - Cikangkung	Rusak	Betterment	975	65
Cikangkung - Pisang Sambo	Sedang	Rehabilitasi	900	36
Pisang Sambo - Batu Jaya	Sedang	Rehabilitasi	778	36
Batu Jaya - Tanah Baru	Sedang	Rehabilitasi	456	34
Tanah Baru - Kampung Galian	Baik	Pemeliharaan Rutin	340	1,5
Jonar - Telagasan	Sedang	Rehabilitasi	1142	46
Telagasan - Lemah Abang	Sedang	Rehabilitasi	956	46
Lemah Abang - Krasak	Sedang	Rehabilitasi	950	34
Cikalong - Cilamaya	Sedang	Rehabilitasi	1246	46
Cilamaya - Muara Cilamaya	Rusak	Betterment	725	65

BAB V

PENENTUAN PRIORITAS PENANGANAN JALAN

5.1. Langkah-Langkah Penentuan Prioritas Penanganan Jalan

Dalam menentukan prioritas penanganan jalan langkah-langkah yang harus ditempuh untuk mendapatkan prioritas penanganan jalan yang sesuai dengan klas dan kondisi jalan serta dana yang tersedia yaitu :

5.1.1 Menghitung Nilai Kerusakan Jalan

Dengan menggunakan metode dari Prihatin Dirgolaksono yang berdasarkan penilaian dari metode Pennsylvania, untuk menghitung nilai kondisi kerusakan permukaan jalan pada ruas-ruas jalan yang disurvey. Dari hasil nilai kerusakan, maka dapat dijadikan sebagai patokan dalam menentukan prioritas penanganan jalan. Dengan pedoman sebagai berikut :

1 Mendahulukan jalan dengan nilai kerusakan yang lebih tinggi dari pada jalan dengan nilai kerusakan rendah atau

2 Mendahulukan jalan dengan lalu lintas padat dari pada jalan dengan lalu lintas lebih ringan, walaupun nilai kerusakan yang hampir sama.

Dari hasil penilaian kondisi permukaan tiap ruas

jalan pada bab sebelumnya (Bab III), untuk mempermudah penentuan prioritas penanganan dibuat tabel nilai kerusakan tiap-tiap ruas jalan berdasarkan urutan nialai terbesar sampai yang terendah (tabel 5.1)

Tabel 5.1. Urutan nilai Kerusakan jalan dari tiap ruas jalan

No	Ruas Jalan	Type perkerasan	Nilai kerusakan	Katagori
1	Cilamaya – Muara Cilamaya	Penetrasi	45,33	Rusak
2	Rengas Dengklok – Cikangkung	Penetrasi	42,90	Rusak
3	Telagasari – Lemah Abang	Penetrasi	37,85	Sedang
4	Kuta Gandok – Bedeng	Hot mix	37,38	Sedang
5	Johar – Telagasari	Penetrasi	34,72	Sedang
6	Karang Jati – Pedes	Hot mix	34,70	Sedang
7	Lemah Abang – Ktrasak	Penetrasi	33,57	Sedang
8	Batu Jaya – Tanah Baru	Penetrasi	32,75	Sedang
9	Cikangkung – Pisang Sambo	Penetrasi	32,70	Sedang
10	Cikalong – Cilamaya	Penetrasi	31,26	Sedang
11	Pedes – Sungai Buntu	Hot mix	31,07	Sedang
12	Bedeng – Karang Jati	Hot mix	28,92	Sedang
13	Pisang Sambo – Batu Jaya	Penetrasi	26,00	Sedang
14	Tanah Baru – Kampung Galian	Penetrasi	19,41	Baik
15	Rengas Dengklok – Kuta Gandok	Hot mix	15,64	Baik
16	Tanjung Pura – Rengas Dengklok	Hot mix	12,87	Baik

5.1.2 Menghitung Biaya Pemakai Jalan (BOK) dan Biaya Penanganan

A. Perhitungan Biaya Operasi Kendaraan

Kondisi permukaan jalan sangat berpengaruh terhadap besarnya nilai Biaya Operasi Kendaraan. Karena dengan kondisi permukaan jalan yang rusak mengakibatkan laju kecepatan kendaraan akan lebih lambat sehingga nilai Biaya Operasi Kendaraan akan lebih besar, namun sebaliknya dengan kondisi permukaan jalan baik laju kecepatan kendaraan yang melewati jalan tersebut cepat, sehingga nilai Biaya Operasi Kendaraan akan lebih kecil.

Perhitungan Biaya Operasi Kendaraan dengan cara menggunakan dari metode N.D. Lea & Associates LTD. Untuk lebih jelasnya dapat dilihat pada bab sebelumnya (Bab IV).

B. Perhitungan Biaya Penanganan Jalan

Dengan hasil penilaian kondisi permukaan jalan yang disurvey perlu adanya suatu penanganan yang sesuai dengan nilai kondisi permukaan jalan tersebut, yaitu cara penanganannya sebagai berikut :

1. Ruas jalan yang nilai kondisi permukaannya dibawah 20, maka jalan tersebut dalam kondisi baik cara penanganannya pemeliharaan rutin,
2. Ruas jalan yang nilai kondisi permukaan antara 21 sampai 40, kondisi jalan tersebut adalah kondisi sedang, Cara penanganannya Rehabilitasi.

3. Ruas jalan yang nilai kondisi permukaannya antara 41 sampai 90 maka jalan tersebut kondisinya rusak. Cara penanganannya Betterment.
4. Ruas jalan yang nilai kondisinya diatas 90 maka jalan tersebut dalam kondisi rusak berat. Cara penanganannya Reconstruction (pembangunan kembali)

Dengan cara penanganan jalan yang berbeda sesuai dengan kondisi jalan, maka biaya penanganannya juga berbeda sesuai dengan cara penanganannya serta lalu lintas harian rata-rata kendaraan yang melewati jalan tersebut. Biaya penanganan jalan dapat dilihat pada bab sebelumnya (Bab IV), yang merupakan biaya konstruksi (Invest awal).

5.1.3 Analisa Benefit Cost Ratio (BCR)

Untuk menentukan layak atau tidak pembangunan pada penanganan tiap-tiap ruas jalan secara ekonomi, maka dipergunakan metode Benefit Cost Ratio (BCR) dimana pada prinsipnya dalam memilih 2 alternatif. Metode ini membandingkan besarnya Investasi/Construction Cost yang dikeluarkan terhadap penghematan User Cost (Benefit User Cost).

Dalam perhitungan nilai user cost dan construction cost harus diperhitungkan pula adanya perbedaan waktu yang berpengaruh terhadap nilai tersebut, sehingga dalam perhitungan harus dilakukan analisa dengan mempergunakan

salah satu dari metode : Present Worth (PW), Annual Worth (AW) atau Future Worth (FW).

Pada Perhitungan tugas akhir ini dipergunakan metode Annual Wort (AW).

Untuk menentukan kelayakan penanganan tiap ruas jalan, maka diperlukan data-data untuk perhitunan user cost dan contruction cost. Dengan asumsi bahwa umur konstruksi dapat mencapai 5 tahun sebelum terjadi lagi kerusakan yang berarti. Data-data tersebut pada proses BCR adalah sebagai berikut :

1. Biaya Operasi Kendaraan untuk tiap ruas jalan sesuai dengan kondisi permukaan jalan seperti pada tabel 4.13, sampai tabel 4.15. (Bab IV).
2. Jumlah kendaraan pertahun yang melewati tiap-tiap ruas jalan dapat dilihat tabel 5.2.
3. Investasi yang dikeluarkan untuk penanganan tiap ruas jalan yang tertera pada tabel 5.3.
4. Biaya Operasi dan pemeliharaan tiap ruas jalan diasumsikan sesuai dengan sumber dari Dinas Pekerjaan Umum Kabupaten Karawang tahun 1993 yaitu sebesar 1.500.000 per tahun.
5. Dalam perhitungan Benefit cost Ratio ini diasumsikan tingkat suku bunga yang berlaku adalah i = 15 % per tahun.

Tabel 5.2. Volume Kendaraan yang melewati tiap Ruas Jalan

No	Ruas Jalan	Sedan	Truck	Bus
1	Cilamaya - Muara Cilamaya	241,505	69,250	16,205
2	Rengas Dengklok - Cikangkung	289,560	85,420	21,035
3	Telagasari - Lemah Abang	249,280	69,840	17,286
4	Kuta Gandok - Bedeng	248,325	69,542	17,840
5	Jonar - Telagasari	250,920	72,720	18,085
6	Karang Jati - Pedes	241,560	66,960	16,560
7	Lemah Abang - Krasak	246,803	66,605	15,120
8	Batu Jaya - Tanah Baru	172,520	55,250	10,024
9	Cikangkung - Pisang Sambo	241,560	64,440	16,560
10	Cikalong - Cilamaya	253,800	75,960	21,960
11	Pedes - Sungai Buntu	204,750	46,560	12,560
12	Bedeng - Karang Jati	242,645	72,364	17,642
13	Pisang Sambo - Batu Jaya	230,154	60,843	15,134
14	Tanah Baru - Kampung Galian	227,660	42,367	12,960
15	Rengas Dengklok - Kuta Gandok	244,060	69,120	17,650
16	Tanjung Pura - Rengas Dengklok	284,280	83,080	19,360

Tabel 5.3. Investasi Biaya Penanganan tiap Ruas Jalan
(Rp. 1.000.000)

No	Ruas Jalan	Panjang (Km)	Kondisi	Biaya per Kilometer	Total Investasi
1	Cilamaya - Muara Cilamaya	2.00	Rusak	85.00	170.00
2	Rengas Dengklok - Cikangkung	1.40	Rusak	85.00	119.00
3	Telagasari - Lemah Abang	8.00	Sedang	46.00	368.00
4	Kuta Gandok - Bedang	1.80	Sedang	46.00	82.80
5	Jomar - Telagasari	9.50	Sedang	46.00	437.00
6	Karang Jati - Pedes	1.40	Sedang	36.00	50.40
7	Lemah Abang - Krasak	13.50	Sedang	34.00	459.00
8	Batu Jaya - Tanah Baru	7.50	Sedang	34.00	255.00
9	Cikangkung - Pisang Sambo	7.00	Sedang	36.00	252.00
10	Cikalong - Cilamaya	14.00	Sedang	46.00	644.00
11	Pedes - Sungai Buntu	6.90	Sedang	36.00	248.40
12	Bedang - Karang Jati	7.00	Sedang	36.00	252.00
13	Pisang Sambo - Batu Jaya	10.80	Sedang	36.00	388.80
14	Tanah Baru - Kampung Galian	4.50	Baik	1.50	6.75
15	Rengas Dengklok - Kuta Gandok	2.50	Baik	1.50	3.75
16	Tanjung Pura - Rengas Dengklok	13.50	Baik	1.50	20.25

Perhitungan untuk menentukan nilai BCR tiap penanganan ruas jalan :

1. Menghitung user cost (BOK) tiap ruas jalan dan Benifit user cost.

   Biaya Operasi Kendaran per tahun merupakan hasil penjumlahan biaya operasi masing-masing jenis kendaraan yang didapat dari perkalian volume tiap tahun dengan biaya operasi kendaraan. Hasil perhitungan dapat dilihat pada tabel 5.4. Sebelum adanya penanganan dan tabel 5.5. sesudah adanya penanganan.

2. Menghitung nilai BCR

   Penghematan User Cost (BOK) yang merupakan nilai benefit dari pemakai jalan, diperoleh dari hasil pengurangan Annual Worth Biaya Opersi Kendaraan tiap ruas jalan sebelum adanya pengurangan dan Annual Worth Biaya Operasi Kendaraan tiap ruas jalan sesudah adanya penanganan.(tabel 5.6)

   Construction Cost diperoleh dari Biaya penanganan tiap ruas jalan.

$$\text{Nilai BCR} = \frac{\text{Penghematan User Cost}}{\text{Construction Cost}}$$

bila nilai BCR lebih dari pada 1, maka secara ekonomi penanganan tersebut layak.

Tabel 5.4. Annual BOK per tahun tiap Ruas Jalan Sebelum Ada Penanganan

No	Ruas Jalan	BOK			Annual BOK per tahun
		Sedan	Truck	Bus	
1	Cilamaya - Muara Cilamaya	148,009,674	84,406,791	9,878,843	240,142,297
2	Rengas Dengklok - Cikangkung	122,385,310	72,991,141	8,792,579	204,259,029
3	Telagasan - Lemah Abang	720,785,697	324,043,798	37,964,513	1,082,812,197
4	Kota Gandok - Bedeng	121,403,890	69,376,382	7,735,242	196,515,290
5	Johar - Telagasan	706,404,865	400,670,122	49,299,404	1,156,374,480
6	Karang Jati - Pedes	91,802,707	51,955,909	5,690,022	149,499,699
7	Lemah Abang - Krasak	936,087,963	521,494,921	56,067,039	1,364,129,923
8	Batu Jaya - Tanah Baru	393,439,355	153,330,864	20,650,208	567,418,525
9	Cikangkung - Pisang Sambo	501,092,499	281,815,249	31,840,541	794,548,288
10	Cikalong - Cilamaya	1,052,866,359	616,769,910	84,446,652	1,754,181,915
11	Pedes - Sungai Buntu	393,717,763	185,779,796	21,252,465	590,750,023
12	Bedeng - Karang Jati	461,326,379	290,745,294	30,255,724	772,327,397
13	Pisang Sambo - Batu Jaya	736,602,173	381,104,309	44,995,162	1,162,699,643
14	Tanah Baru - Kampung Garam	249,595,494	102,237,447	15,213,755	365,036,696
15	Rengas Dengklok - Kota Gandok	154,014,916	51,545,947	5,554,229	211,082,990
16	Tanjung Pura - Rengas Dengklok	962,609,412	597,413,996	58,536,047	1,624,608,355

Tabel 5.3 Annual BOK per tahun tiap Ruas Jalan Sesudah Ada Penanganan

No	Ruas Jalan	BOK			Annual BOK per tahun
		Sedan	Truck	Bus	
1	Cilamaya - Muara Cilamaya	117,662,489	74,271,046	7,343,241	199,276,796
2	Rengas Dengklok - Cikangkung	99,702,602	64,129,429	6,672,357	169,504,389
3	Telagasari - Lemah Abang	615 606 433	289 615,300	31,332,368	946,554,101
4	Kuta Gandok - Bedeng	112,819,333	66,675 264	7 111,404	186,606,001
5	Johar - Telagasari	590 625,295	370 465,052	41,079,439	992,229 796
6	Karang Jati - Pedes	85,357,993	48,933,102	5,192,454	140,483,432
7	Lemah Abang - Krasak	810,997,329	494,751,301	48,249,142	1,341,998,771
8	Batu Jaya - Tanah Baru	315,197,422	141,771,999	17,033,791	474,003,101
9	Cikangkung - Pisang Sambo	411,912,532	241,993,023	26,264,377	680,069,931
10	Cikalong - Cilamaya	965,369,808	570,272,936	69 657,695	1,300,499,439
11	Pedes - Sungai Buntu	356,095,419	178,548,633	19,402,987	554,541,932
12	Bedeng - Karang Jati	428,706,399	269,814,739	27,658,396	726,178,733
13	Pisang Sambo - Batu Jaya	605,514,003	352,374,234	37,032,771	994,921,059
14	Tanah Baru - Kampung Galian	249,593,494	102,237,447	13,213 755	365,036,696
15	Rengas Dengklok - Kuta Gandok	154,014,916	51,545,847	5,554,239	211,092,990
16	Tanjung Pura - Rengas Dengklok	969,859,412	597,413,896	59,036,047	1,624,609,355

Tabel 5.8. Benefit Pemakai Jalan Setelah Ada Penanganan

No	Ruas Jalan	B/K Sebelum Penanganan	B/K Sesudah Penanganan	Benefit Pemakai Jalan
1	Cilamaya - Muara Cilamaya	240,140,297	199,276,756	40,863,541
2	Bengas Dengklok - [illegible]	204,059,029	169,554,388	34,704,641
3	Telagasari - Lemah Abang	1,092,412,197	946,754,101	145,658,096
4	Kota Baru - Belen[illegible]	199,515,290	180,606,001	18,909,289
5	Johar - Telagasari	1,176,374,460	992,229,786	184,144,674
6	Karang Jati - Pedes	149,499,888	140,499,439	9,000,249
7	Lemah Abang - Krasak	1,564,129,923	1,339,414,878	224,715,045
8	Batu Jaya - Tanah Ba[illegible]	557,419,525	474,003,101	83,416,424
9	Cikampek - Pisang Gambo[illegible]	794,548,286	680,069,891	114,478,395
10	Cikalong - Cilamaya	1,754,131,915	1,505,499,452	248,632,476
11	Pedes - Sungai Buntu	599,855,944	552,900,374	56,955,570
12	Bedeng - Karang Jati	772,327,397	726,179,753	46,147,664
13	Pisang Gambo - Bar[illegible]	1,162,808,645	994,921,059	167,887,585
14	Tanah Baru - Kampung Ba[illegible]	365,056,836	365,056,836	0
15	Bengas Dengklok - Kota Baru	211,092,990	211,092,990	0
16	Tanjung Pura - Bengas[illegible]	[illegible]	[illegible]	0

Tabel 5.7. Hasil perhitungan nilai kelayakan tiap-tiap ruas jalan.

5.1.4 Nilai untuk Penentuan Prioritas

Dalam penentuan prioritas penanganan jalan yang berdasarkan klas dan kondisi jalan serta dana yang tersedia. Maka perlu adanya pemberian nilai tiap peninjauan. Untuk menentukan besarnya nilai tersebut berdasarkan dari pemakai jalan. Karena setiap peninjauan tersebut sangat tergantung dari banyak dan sedikitnya pemakai jalan, sebagai contoh dalam menentukan nilai BCR, nilai BCR tergantung dari biaya penghematan pemakai jalan dan kondisi permukaan jalan. Sedang banyaknya pemakai jalan merupakan berasnya LHR, dan LHR itu sendiri berhubungan dengan klas jalan.

Untuk itu penulis menetapakan besarnya nilai tiap peninjauan berdasarkan nilai LHR, nilai BCR, kondisi jalan, dan klas jalan.

Adapun besarnya nilai tiap penenjauan, yaitu :

1. Lalu lintas harian rata-rata (tabel 5.8)
2. Berdasarkan Nilai Benefit Cost Ratio (tabel 5.9)
3. Kondisi permukaan jalan (tabel 5.10)
4. Lalu lintas harian rata-rata (tabel 5.11)

Tabel 5.8. Nilai berdasarkan Lalu lintas Harian Rata-rata

Lalu lintas Harian Rata-rata	Score
< 500	1
500 - 800	2
800 - 1100	3
1100 - 5000	4
5000 - 10000	5
> 10000	6

Tabel 5.9. Nilai berdasarkan Benefit Cost Ratio

Benefit Cost Ratio	Score
> 2,5	5
2,0 - 2,5	4
1,5 - 2,0	3
1,0 - 1,5	2
0,25 - 1,0	1
< 0,25	0

Tabel 5.10. Nilai berdasarkan Kondisi Jalan

Kondisi Jalan	Score
- Baik	1
- Sedang	3
- Rusak	5
- Rusak Berat	7

Tabel 5.11. Nilai berdasarkan Klasifikasi Jalan

Klasifikasi Jalan	Score
- Jalan Arteri Primer	5
- Jalan Arteri Sekunder	4
- Jalan Kolector Primer	3
- Jalan Kolector Sekunder	2
- Jalan Local	1

Dengan menggunakan score tersebut diatas, maka tiap ruas jalan dapat dicari scorenya untuk menentukan prioritas penanganan jalan. (tabel 5.12)

Tabel 5.7 Nilai BCR tiap Ruas Jalan

No	Ruas Jalan	Annual Benefit Pemakai Jalan	Annual Cost Construction	Nilai BCR
1	Citamaya - Muara Citamaya	(40,663,511)	(54,906,906)	0.74
2	Rengas Dengklok - Cikangkung	34,704,641	38,434,934	0.90
3	Telagasari - Lemah Abang	158,259,088	121,790,123	1.17
4	Kuta Gandok - Bedeng	11,909,288	26,200,028	0.45
5	Johar - Telagasari	164,144,874	144,813,886	1.14
6	Karang Jati - Pedes	9,005,249	17,155,104	0.53
7	Lemah Abang - Krasak	222,145,052	157,178,988	1.41
8	Batu Jaya - Tanah Baru	85,416,424	87,320,486	0.98
9	Cikangkung - Pisang Sambo	114,479,397	85,675,519	1.34
10	Cikalong - Citamaya	249,682,476	213,115,218	1.17
11	Pedes - Sungai Buntu	36,188,065	84,451,393	0.43
12	Bedeng - Karang Jati	46,147,664	85,675,519	0.54
13	Pisang Sambo - Batu Jaya	167,627,595	132,195,027	1.27
14	Tanah Baru - Kampung Galian	0	6,750,000	Pemeliharaan Rutin
15	Rengas Dengklok - Kuta Gandok	0	6,750,000	Pemeliharaan Rutin
16	Tanjung Pura - Rengas Dengklok	0	20,250,000	Pemeliharaan Rutin

Tabel 5.12. Nilai tiap Ruas Jalan untuk Penentuan Prioritas

Ruas Jalan	Klas Jalan	LHR	Kondisi	RCR	Total Nilai	Prioritas
Cilamaya - Muara Cilamaya	Lokal	723	Rusak	0.74	1+2+5+1 = 9	7
Rengas Dengklok - Cikangkung	Kolektor Sekunder	375	Rusak	0.90	2+3+5+1 = 11	3
Telagasari - Lemah Abang	Kolektor Sekunder	956	Sedang	1.17	2+3+3+2 = 10	4
Kota Sandok - Bedeng	Kolektor Sekunder	952	Sedang	0.45	2+2+3+1 = 9	8
Johar - Telagasari	Kolektor Primer	1142	Sedang	1.14	3+4+3+2 = 12	2
Karang Jati - Pedes	Kolektor Sekunder	708	Sedang	0.53	2+2+3+1 = 8	11
Lemah Abang - Krasak	Kolektor Sekunder	959	Sedang	1.41	2+3+3+2 = 10	5
Batu Jaya - Tanah Baru	Kolektor Sekunder	456	Sedang	0.96	2+1+3+1 = 7	13
Cikangkung - Pisang Sambo	Kolektor Sekunder	805	Sedang	1.34	2+3+3+2 = 10	6
Cikalong - Cilamaya	Kolektor Primer	1248	Sedang	1.17	3+4+3+2 = 12	1
Pedes - Sungai Buntu	Kolektor Sekunder	624	Sedang	0.43	2+2+3+1 = 8	12
Bedeng - Karang Jati	Kolektor Sekunder	734	Sedang	0.54	2+2+3+1 = 8	10
Pisang Sambo - Batu Jaya	Kolektor Sekunder	776	Sedang	1.27	2+2+3+2 = 9	9
Tanah Baru - Kampung Gallan	Lokal	445	Baik	-	1+1+1+0 = 3	16
Rengas Bengklok - Kota Gandok	Kolektor Sekunder	984	Baik	-	2+3+1+0 = 6	15
Tanjung Pura - Rengas Dengklok	Kolektor Primer	1256	Baik	-	3+4+1+0 = 8	14

5.2. Hasil Penentuan Prioritas

Tiap-tiap ruas jalan yang dilakukan survey jalan menghasilkan nilai kerusakan jalan yang berbeda. Untuk memprioritaskan penanganannya dilakukan dari hasil nilai kerusakan yang paling tinggi diprioritaskan terlebih dahulu. Dengan cara penanganan sesuai dengan katagori penanganan dari nilai kerusakannya. Tetapi ditinjau dari segi ekonomi belum tentu dengan nilai kerusakan yang tinggi biaya untuk penanganan dan keuntungan yang didapat dari hasil penanganan mempunyai nilai kelayakan untuk diprioritaskan terlebih dahulu. Ditinjau dari Klas jalan untuk memprioritaskannya, klas jalan yang utama didahulukan terlebih dahulu, juga LHRnya untuk LHR jalan yang tinggi diprioritaskan terlebih dahulu.

Karena dana yang tersedia untuk penanganan jalan di Kabupaten sangat terbatas yaitu sebesar 8,6 milayard (sumber dari DPUK Karawang tahun 1993), maka perlu adanya kebijaksanaan dalam menentukan prioritas penanganan jalan. Dalam tugas akhir ini penentuan prioritas penanganan jalan berdasarkan klas jalan, kondisi jalan, lalu lintas harian rata-rata, dan nilai benefit cost ratio.

Dari hasil perhitungan yang telah dilakukan pada bab sebelumnya, maka didapatkan hasil penentuan prioritas penanganan jalan sesuai dengan klas jalan, kondisi jalan, lalu lintas harian rata-rata, dan nilai benefit cost

ratio. (tabel 5.13).

Tabel 5.13. Hasil Penentuan Prioritas Penanganan Jalan berdasarkan Klas Jalan, Kondisi Jalan, LHR, BCR.

Ruas Jalan	Prioritas	Cara Penanganan
Cikalong - Cilamaya	1	Rehabilitasi
Johar - Telagasari	2	Rehabilitasi
Rengas Dengklok - Cikangkung	3	Betterment
Telagasari -lemah Abang	4	Rehabilitasi
Lemah Abang - Krasak	5	Rehabilitasi
Cikangkung - Pisang Sambo	6	Rehabilitasi
Cilamaya - Muara Cilamaya	7	Rehabilitasi
Kuta Gandok - Bedeng	8	Rehabilitasi
Pisang Sambo - Batu Jaya	9	Rehabilitasi
Bedeng - Karang Jati	10	Rehabilitasi
Karang Jati - Pedes	11	Betterment
Pedes - Sungai Buntu	12	Rehabilitasi
Batu Jaya - Tanah Baru	13	Rehabilitasi
Tanjung Pura - Rengas Dengklok	14	Pemeliharaan Rutin
Rengas Dengklok - Kuta Gandok	15	Pemeliharaan Rutin
Tanah Baru - Kampung Galian	16	Pemeliharaan Rutin

BAB VI
KESIMPULAN

6.1. Kesimpulan

Dari analisa dan perhitungan yang telah dilakukan dapat diambil kesimpulan antara lain :

1. Kerusakan permukaan jalan yang sering terjadi di lapangan adalah retak dan amblas. Apabila kerusakan tersebut tidak secepatnya ditangani maka akan menjadi lubang-lubang. Hal ini akan mengakibatkan biaya operasi kendaraan akan meningkat.
2. Nilai kerusakan jalan dan lalu lintas yang melewatinya dapat dijadikan sebagai patokan dalam menentukan prioritas penanganan jalan.
3. Dengan dana yang terbatas, maka dalam penentuan prioritas penanganan jalan, tidak semua jalan harus ditanganninya. Untuk itu perlu ditinjau dari segi ekonominya selain nilai kerusakan jalan dan lalu lintas yang melewatinya.
4. Jalan yang mempunyai nilai kerusakan tinggi belum tentu layak dilaksanakan penanganan sesuai dengan cara penanganannya. Karena layak dan tidaknya tergantung dari nilai Benefit Cost Rationya. Apabila nilai BCRnya lebih dari 1 maka penanganannya layak dilaksanakan.

5. Dari hasil perhitungan untuk jalan yang berkondisi sedang dan LHRnya lebih dari 708. Layak untuk dilaksanakan penanganan sesuai dengan cara penanganannya.
6. Hasil prioritas untuk penanganan ruas jalan yang masuk dalam lingkup studi, sesuai dengan uratan prioritasnya yaitu ruas jalan Cikalong - Cilamaya, Johar - Telagasari, Rengas Dengklok - Cikangkung, Telagasari - Lemah Abang, Lemah Abang - Krasak, Cikangkung - Pisang Sambo, Cilamaya - Muara Cilamaya, Kuta Gandok - Bedeng, Pisang Sambo - Batu Jaya, Bedeng - Karang Jati, Karang Jati - Pedes, Pedes - Sungai Buntu,Batu Jaya - Tanah Baru, Tanjung Pura - Rengas Dengklok. Rengas Dengklok - Kuta Gandok, Tanah Baru - Kampung Galian.

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INVENTORY DATA FORM

Street name : [ ] Section No. : [1]
From PANJUNG PURA To SENGAC INTERSECTION
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [120] DRAINAGE [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/sloping
		2	4	10	16	Cracked edge jagged
	0 ✓	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 1

From JALAN KUPA To JLN GOK DEKOK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 19.0 — DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1 ✓	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 ✓	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible spec
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 ✓	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINE CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	8	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 2

From TANJUNG PURA To RENGAS DENGKLOK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 13,3 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0 ✓	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm , sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	6	8	<0,5 Cm, or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible edge
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Ocean seal patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street Name : | Section No. : 4

From TANJUNG BUPA To BENGKALIS/DUMAI

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 16,2 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm in depth
		2	4	10	16	2,5 - 7,5 Cm
	0	1 ✓	2	5	8	<2,5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled And tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic covering
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm spalled
		2	4	10	16	0,5 - 1 Cm spalled
	0	1 ✓	2	5	8	< 0,5 Cm or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 1,5Cm spalled full
		2	4	10	16	0,5-1,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm in depth
		2	4	10	16	1,5 - 2,5 Cm
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Cycle visible ruts
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 5
From TANJUNG PURA To PERTAK DENGKLOK
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
19,6	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Clear visible ridge
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge loosed
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNONDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [ ]
From TAMUNG PURA To PENGAS PERSIMPANG

DISTRESS POINTS: PAVEMENT [16,6] DRAINAGE [ ]

Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	10	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible ager
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	6	8	Across small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 ✓	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/eroding
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 7

From TANJUNG PURA To PENGKALAN

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
13,4	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
PAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 1 Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1 ✓	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible ader.
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Excess small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 ✓	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [X]
From JANJUNG PURA To PENGAS Overpass
Riding Quality 1[ ] 2[ ] 3[ ] 4[ ] 5[ ]

DISTRESS POINTS: PAVEMENT 12.9 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4	10	16	2.5 - 7.5 Cm.
	0	1 ✓	2	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm. spalled
	0	1 ✓	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	6	8	Across small patch-s
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 9

From TANJUNG PURA To RACHA DENGKOK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
15,1	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1 ✓	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Loose small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/sloping
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 76
From TAMUANG PURA To PENANG DEVELOPMENT
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
12,6	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0 ✓	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0 ✓	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 11
From TAMIANG PURA To PERSIAK DESA KIDUL
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 19,6 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic movement
BLOCK CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Incom. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-50%	>50%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 72 | DISTRESS POINTS: PAVEMENT 13, DRAINAGE

From PAKTING PURA To JENGAK DONGKOK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0 ✓	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	5	8	Mean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/pieces
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 75
From TANJUNG PURA To KENCAR DENGKUNG
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS PAVEMENT	DRAINAGE
54	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0 ✓	1	2	5	8	<2,5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and slight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 ✓	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0 ✓	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible agg.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 46
From TANJUNG PURA To BENGKALIS
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 12,4 | DRAINAGE _____

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	< 2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pronounced/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and slight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wavings
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0 ✓	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1 ✓	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 ✓	6	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible sign
		2	4	10	16	Wheel track smooth
	0	1 ✓	3	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	8	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 24

From JANTUNG PURA To ARENGAN GEMBALOK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 10,6 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0 ✓	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1 ✓	2	5	8	<0,5Cm , sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 ✓	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/pieces
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 72
From PADANG PUSA To BENGGO PENGKOK
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 14,3 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	21	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	21	Highly disintegrated
		2	4	10	16	Some small hole/dit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	21	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	21	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	21	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
		1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	21	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	21	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	21	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	21	Little visible ager
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	21	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	21	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	8	8	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 17

From TANJUNG PURA To MENGKASAR/KUALA

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 5,0 | DRAINAGE _____

CONDITION		EXTENT					SEVERITY
POTHOLES		NONE	0-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	> 7,5 Cm. in depth
			2	4	10	16	2,5 - 7,5 Cm.
		0 ✓	1	2	5	8	<2,5 Cm in depth
RAVELING/WEATHERING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Highly pitted/rough
			2	4	10	16	Some small hole/pit
		0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Spalled and loose
			2	4	10	16	Spalled and tight
		0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	With cracks & holes
			2 ✓	4	10	16	With cracking
		0	1	2	5	8	Plastic moving
BLOCK CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	> 1 Cm. spalled
			2	4	10	16	0,5 - 1 Cm. spalled
		0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	>2,5Cm spalled full
			2	4	10	16	0,5-2,5 spalled half
		0	1 ✓	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	>2,5 Cm spalled
			2	4	10	16	0,5-2,5 Cm spalled
		0 ✓	1	2	6	8	<0,5 Cm. or sealed
RUTTING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	> 2,5 Cm. in depth
			2	4	10	16	1,5 - 2,5 Cm.
		0	1 ✓	2	5	8	1,5 Cm in depth
EXCESS ASPHALT		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Little visible wear
			2	4	10	16	Wheel track smooth
		0 ✓	1	2	6	8	Some small patches
BITUMINOUS PATCHING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Poor condition
			2	4	10	16	Fair condition
		0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	Edge loose/missing
			2	4	10	16	Cracked edge jerked
		0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK : _____

INVENTORY DATA FORM

Street name : _____ Section No. : (78)
From TANJUNG PURA To JALAN DR. DAHLAN
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 13,2 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	3	8	15	24		> 7,5 Cm. in depth
	2	4	10	16		2,5 - 7,5 Cm.
	1 ✓	2	5	8		<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	8	15	24		Highly pitted/rough
	2	4	10	16		Some small hole/pit
	1	2 ✓	5	8		Minor loss
ALLIGATOR CRACKING	0	0-1%	1-10%	10-30%	30-60%	>60%
	3	8	15	24		Scaled and loose
	2	4	10	16		Spalled and light
	1 ✓	2	5	8		Hair line
PROFILE DISTORTION	0	0-1%	1-10%	10-30%	30-60%	>60%
	3	8	15	24		With cracks & holes
	2	4	10	16		With cracking
	1 ✓	2	5	8		Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	8	15	24		> 1 Cm. spalled
	2	4	10	16		0,5 - 1 Cm. spalled
	1 ✓	2	5	8		< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0	0-1%	1-10%	10-30%	30-60%	>60%
	3	8	15	24		LENGTH
	2	4	10	16		>2,5Cm spalled full
	1 ✓	2	5	8		0,5-2,5 spalled half
LONGITUDINAL CRACKING	0	0-1%	1-10%	10-30%	30-60%	>60%
	3	8	15	24		<0,5Cm sealed part
	2	4	10	16		AREA
	1	2 ✓	6	8		>2,5 Cm spalled
RUTTING	0	0-1%	1-10%	10-30%	30-60%	>60%
	3	8	15	24		0,5-2,5 Cm spalled
	2	4	10	16		<0,5 Cm. or sealed
	1 ✓	2	5	8		LENGTH
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	> 2,5 Cm. in depth
	3	8	15	24		1,5 - 2,5 Cm.
	2	4	10	16		1,2 Cm in depth
	1 ✓	2	5	8		AREA
BITUMINOUS PATCHING	0	0-1%	1-10%	10-30%	30-60%	>60%
	3	8	15	24		Little visible wear
	2	4	10	16		Wheel track smooth
	1 ✓	2	6	8		Some small patches
EDGE DETERIORATION	0	0-1%	1-10%	10-30%	30-60%	>60%
	3	8	15	24		AREA
	2	4	10	16		Poor condition
	1 ✓	2 ✓	5	8		Fair condition
						Good condition
	0	0-1%	1-10%	10-30%	30-60%	>60%
	3	8	15	24		LENGTH
	2	4	10	16		Edge loose/bleeding
	1 ✓	2	5	8		Cracked edge jagged
						Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	8	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : (79)
From TAMIYAH RIBA To BENGAK DENGKOK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 9.5 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4	10	16	2.5 - 7.5 Cm.
	0 ✓	1	2	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0 ✓	1	2	5	8	Minute waving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2.5Cm spalled full
		2	4	10	16	0.5-2.5 spalled half
	0	1 ✓	2	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2.5 Cm spalled
		2	4	10	16	0.5-2.5 Cm spalled
	0	1	2 ✓	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0 ✓	1	2	5	8	1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible agg.
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 26 | DISTRESS POINTS: PAVEMENT 11.9, DRAINAGE

From TANJUNG PURA To ASAHAN DERESSION

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic covering
BLOCK CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1 ✓	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Little visible wear
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0 ✓	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-50%	>50%	Percent of Water retained on surface
	1	3	8	12	
0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	8	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. :
From TANJUNG PURA To PENGAS DENGKILONG

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 13,2 | DRAINAGE

CONDITION		EXTENT					SEVERITY
POTHOLES		MORE	0-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	> 7,5 Cm. in depth
			2	4	10	16	2,5 - 7,5 Cm.
		0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Highly pitted/rough
			2	4	10	16	Some small hole/pit
		0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Spalled and loose
			2	4	10	16	Spalled and tight
		0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	With cracks & holes
			2	4	10	16	With cracking
		0	1	2 ✓	5	8	Plastic waving
BLOCK CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	> 1 Cm. spalling
			2	4	10	16	0,5 - 1 Cm. spalled
		0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	>2,5 Cm. spalled full
			2	4	10	16	0,5-2,5 spalled half
		0	1 ✓	2	5	8	<0,5Cm. sealed part
LONGITUDINAL CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	>2,5 Cm. spalled
			2	4	10	16	0,5-2,5 Cm spalled
		0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	> 2,5 Cm. in depth
			2 ✓	4	10	16	1,5 - 2,5 Cm.
		0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Little visible edge
			2	4	10	16	Wheel track smooth
		0	1 ✓	2	5	8	Seven small patches
BITUMINOUS PATCHING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Poor condition
			2	4	10	16	Fair condition
		0 ✓	1	2	5	8	Good condition
EDGE DETERIORATION		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	Edge loose/missing
			2	4	10	16	Cracked edge jagged
		0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAING CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	8	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 12
From TANJUNG PURA To BENGAT DENEK Dr.
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT [ ] DRAINAGE [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		> 7.5 Cm. in depth
	2	4	10	16		2.5 - 7.5 Cm.
0 ✓	1	2	5	8		<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		Highly pitted/rough
	2	4	10	16		Some small hole/pit
0	1 ✓	2	5	8		Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		Spalled and loose
	2	4	10	16		Spalled and tight
0	1	2 ✓	5	8		Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		With cracks & holes
	2 ✓	4	10	16		With cracking
0	1	2	5	8		Plastic shoving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		> 1 Cm. spalled
	2	4	10	16		0.5 - 1 Cm. spalled
0	1 ✓	2	5	8		< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	3	6	15	24		>2.5Cm spalled full
	2	4	10	16		0.5-2.5 spalled half
0	1	2 ✓	5	8		<0.5Cm sealed part
0-1%	1-10%	10-30%	30-60%	>60%		AREA
LONGITUDINAL CRACKING	3	6	15	24		>2.5 Cm spalled
	2	4	10	16		0.5-2.5 Cm spalled
0	1 ✓	2	5	8		<0.5 Cm. or sealed
0-1%	1-10%	10-30%	30-60%	>60%		LENGTH
RUTTING	3	6	15	24		> 7.5 Cm. in depth
	2	4	10	16		2.5 - 7.5 Cm.
0	1	2 ✓	5	8		1.5 Cm in depth
0-1%	1-10%	10-30%	30-60%	>60%		AREA
EXCESS ASPHALT	3	6	15	24		Little visible sign
	2	4	10	16		Wheel track smooth
0 ✓	1	2	5	8		Some small patches
0- 5	1-10%	10-30%	30-60%	>60%		AREA
BITUMINOUS PATCHING	3	6	15	24		Poor condition
	2	4	10	16		Fair condition
0	1 ✓	2	5	8		Good condition
0-1%	1-10%	10-30%	30-60%	>60%		LENGTH
EDGE DETERIORATION	3	6	15	24		Edge loose/missing
	2	4	10	16		Cracked edge jagged
0	1	2 ✓	5	8		Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
0	Water may drain easily from pavement surface				

CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 23

From JANTHO AMA To PENGASDENOKLOK

DISTRESS POINTS: PAVEMENT 10,5 | DRAINAGE

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-50%	>50%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0 ✓	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0 ✓	1	2	5	8	Plastic bearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-50%	>50%	AREA
	NO	3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 ✓	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	5-10%	10-30%	30-50%	>50%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,0 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-50%	>50%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 24
From JANTUNG PURA To BENGAS DENGKOK
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
11.3	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0 ✓	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 26
From TANJUNG PURA To BENGAK PANGKOK
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 14 / DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic waving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1 ✓	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	16	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible sign
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 24
From TANJUNG PURA To BENGAL DENGKOK

DISTRESS POINTS: PAVEMENT 12,0 | DRAINAGE

Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0 ✓	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0 ✓	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0 ✓	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4 ✓	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	No	3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible eggr.
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Incon. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 27
From TANJUNG PURA To ARNGAS DENPASAR
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
12,1	

CONDITION		EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		> 7,5 Cm. in depth
		2	4	10	16		2,5 - 7,5 Cm.
	0 ✓	1	2	5	8		<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Highly pitted/rough
		2	4 ✓	10	16		Some small hole/pit
	0	1	2	5	8		Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Spalled and loose
		2 ✓	4	10	16		Spalled and tight
	0	1	2	5	8		Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		With cracks & holes
		2	4	10	16		With cracking
	0	1	2 ✓	5	8		Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		> 1 Cm. , spalled
		2	4	10	16		0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8		< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		LENGTH
		3	6	15	24		>2,5Cm spalled full
		2 ✓	4	10	16		0,5-2,5 spalled half
	0	1	2	5	8		<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		>2,5 Cm spalled
		2	4	10	16		0,5-2,5 Cm spalled
	0	1 ✓	2	6	8		<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%		LENGTH
		3	6	15	24		> 2,5 Cm. in depth
		2	4	10	16		1,5 - 2,5 Cm.
	0	1	2 ✓	5	8		1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Little visible area
		2	4	10	16		Wheel track smooth
	0 ✓	1	2	5	8		Seven small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Poor condition
		2	4	10	16		Fair condition
	0	1 ✓	2	5	8		Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%		LENGTH
		3	6	15	24		Edge loose/sloping
		2	4	10	16		Cracked edge jagged
	0	1	2 ✓	5	8		Cracked edge intact
DRAINAGE							
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%		Percent of Water retained on surface
		1	3	8	12		
	0	Water may drain easily from pavement surface					
CONDITION OF GUTTER AND DRAING CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR		VENTIGON	
		0	3	6		9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY		ALWAYS	
		0	8	12		24	

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [1]
From PENCAK DEERFIELD To KULTA CONDOC
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS						
PAVEMENT	12.1					
DRAINAGE						

CONDITION	EXTENT					SEVERITY
	NONE	0-10%	10-30%	30-60%	>60%	AREA
POTHOLES		3	6	15	24	> 7.5 Cm. in depth
		2	4	10	16	2.5 - 7.5 Cm.
	0	1 ✓	2	5	8	< 2.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
RAVELING/WEATHERING		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
ALLIGATOR CRACKING		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
PROFILE DISTORTION		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BLOCK CRACKING		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0.5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
TRANSVERSE CRACKING		3	6	15	24	> 2.5Cm spalled full
		2	4	10	16	0.5-2.5 spalled half
	0	1 ✓	2	5	8	<0.5Cm sealed part
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
LONGITUDINAL CRACKING		3	6	15	24	>2.5 Cm spalled
		2	4	10	16	0.5-2.5 Cm spalled
	0	1	2 ✓	5	8	<0.5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
RUTTING		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0	1 ✓	2	5	8	1.5 Cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
EXCESS ASPHALT		3	6	15	24	Little visible eggr.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BITUMINOUS PATCHING		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
EDGE DETERIORATION		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	7	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL ON SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 6

From PENGKALAN BALOK To KUTA BALOK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 12,2 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0 ✓	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic upsing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. & spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1 ✓	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible sign
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Uneven small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4 ✓	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	PERFECT
	0	3	6	8
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 4
From PENGKALAN KUNDOR To BUTA GANDOK
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 19,3 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0 ✓	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and slight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
	2 ✓	4	8	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 ✓	1	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible sign
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0 ✓	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	8	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 3

From RENGAS DERESTOK To KUTA GAYUDOK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
19,2	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0 ✓	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0 ✓	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm
	0	1	2	5 ✓	8	< 1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/Missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	8	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name :
From PENGKALAN DERIAN To KUTAGANDOK
Section No. : 2
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 19.2 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0 ✓	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 5Cm spalled full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 ✓	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm.spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5 ✓	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible agg.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Uncon. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 7
From KUTA GANDEK To DEDENG
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
39,0	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Many pitted/much
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled Half
	0	1	2 ✓	5	8	<0,5Cm. sealed part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible wear
		2	4	10	16	Wheel track smooth
	0	1	2	5 ✓	8	Severe small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/bleeding
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 2
From KUTA GANDOR To BEDENG
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
33,8	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		> 7,5 Cm. in depth
	2 ✓	4	10	16		2,5 - 7,5 Cm
	0	1	2	5 ✓	8	<2,5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		Highly pitted/rough
	2	4	10	16		Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		Spalled and loose
	2 ✓	4	10	16		Spalled/multi light
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		With cracks & holes
	2	4	10	16		With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		> 1 Cm. spalled
	2	4	10	16		0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	3	6	15	24		> 5Cm spalled full
	2	4	10	16		0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		>2,5 Cm spalled
	2	4	10	16		0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	3	6	15	24		> 2,5 Cm. in depth
	2 ✓	4	10	16		1,5 - 2,5 Cm
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		Little visible sign
	2	4	10	16		Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		Poor condition
	2	4	10	16		Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	3	6	15	24		Edge loose/missing
	2	4	10	16		Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 5

From KUTA GANDOK To BEDENG

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 54,5 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2	5 ✓	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	8	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in Depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible aggr.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/pieceing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF CUTTER AND DRAINS CHANNEL ON SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 4

From KUTA GEROKGOK To BEDENG

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 92.1 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>3,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 ✓	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5 ✓	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible exc.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : From BEDENO To KARANGPATI Section No. : 1

DISTRESS POINTS — PAVEMENT: 35,8 — DRAINAGE:

Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4 ✓	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible wear
		2 ✓	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some seal patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	6	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	8	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From GBOEHO To KARANGTAPI

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
40,9	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. & spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5 ✓	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4 ✓	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 ✓	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6 ✓	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAING CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : From BEDENG To KARANG JATI Section No. : 2

Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 39,5 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5 ✓	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5 ✓	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4 ✓	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
	2 ✓	4	8	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible wear
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
	2 ✓	4	8	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4 ✓	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	8	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 4
From DEDENG To KARADENIZLI
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 29,3 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic swaying
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	8	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0 ✓	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible wear
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4 ✓	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	8	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 2
From BEREWA To KABANGPAL
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
0.2	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 Cm. in depth
		2	4	10	16	2.5 - 7.5 Cm
	0	1	2 ✓	5	8	<2.5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0 ✓	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2.5Cm spalled full
		2	4 ✓	10	16	0.5-2.5 spalled half
	0	1	2	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	8	15	24	>2.5 Cm spalled
		2	4	10	16	0.5-2.5 Cm spalled
	0	1 ✓	2	5	0	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0 ✓	1	2	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible aggr.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/ripping
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 11
From DEDAN To KABANGASAN

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 33,5 — DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic waving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4 ✓	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 ✓	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible agg.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Excess small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6 ✓	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 12
From BERAGO To KARANG JATI

DISTRESS POINTS: PAVEMENT 33,3 | DRAINAGE

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	< 2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	8	15	24	> 2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	16	24	> 2,5 Cm spalled
		2	4 ✓	10	16	0,5-2,5 Cm spalled
	0	1	2	6	8	<0,5 Cm or sealed
RUTTING	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	8	15	24	> 2,5 Cm in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Little visible exc.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-50%	>50%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	8	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 17

From Pettah To Kandy

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 35.5 | DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		> 7.5 Cm. in depth
	2 ✓	4	10	16		2.5 - 7.5 Cm.
	1	2 ✓	5	8		<2.5 Cm. in depth
RAVELING/WEATHERING	0	0-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		Highly pitted/rough
	2	4 ✓	10	16		Some small hole/pit
	1	2	5	8		Minor loss
ALLIGATOR CRACKING	0	0-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		Spalled and loose
	2	4	10	16		Spalled and tight
	1	2	5 ✓	8		Hair line
PROFILE DISTORTION	0	0-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		With cracks & holes
	2	4	10	16		With cracking
	1	2 ✓	5	8		Plastic moving
BLOCK CRACKING	0	0-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		> 1 Cm. spalled
	2 ✓	4	10	16		0.5 - 1 Cm. spalled
	1	2	5	8		< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0	0-10%	10-30%	30-60%	>60%	LENGTH
	3	6	15	24		>2.5Cm spalled,full
	2	4	10	16		0.5-2.5 spalled,half
	1	2	5 ✓	8		<0.5Cm sealed,part
LONGITUDINAL CRACKING	0	0-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		>2.5 Cm spalled
	2	4	10	16		0.5-2.5 Cm spalled
	1	2 ✓	5	8		<0.5 Cm. or sealed
RUTTING	0	0-10%	10-30%	30-60%	>60%	LENGTH
	3	6	15	24		> 7.5 Cm. in depth
	2	4 ✓	10	16		1.5 - 2.5 Cm.
	1	2	5	8		1.5 Cm in depth
EXCESS ASPHALT	0	0-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		Little visible aggr.
	2 ✓	4	10	16		Wheel track smooth
	1	2	5	8		Occas. small patches
BITUMINOUS PATCHING	0	0-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24		Poor condition
	2	4 ✓	10	16		Fair condition
	1	2	5	8		Good condition
EDGE DETERIORATION	0	0-10%	10-30%	30-60%	>60%	LENGTH
	3	6	15	24		Edge loose/missing
	2 ✓	4	10	16		Cracked edge jagged
	1	2	5	8		Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : (74)
From BERSAH To KARANG JATI
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 32,0 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic wavying
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	(some small) patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 17
From KABANGDJAI To PEDES
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 34,5 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wawing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	No	3	8	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,0 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible exce
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : From KARANGJATI To PERES Section No. : 2

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 308 | DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and slight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4 ✓	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm spalled part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible exc.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 3

From KABANGJATI To PEDEC

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 31,0 — DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 ✓	5	8	<0,5Cm. sealed,part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	8	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible amer.
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 1

From REDES To CUNGAL CUNTIK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 30,0 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm
	0	1	2	5	8	<2,5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	10	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 5 Cm spalled full
		2	4	10	16	0,5-2,5 spalled Half
	0	1	2	5 ✓	8	<0,5Cm sealed part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	6	15	24	>2,5 Cm spalled
		2	4 ✓	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm In depth
		2 ✓	4	10	16	1,5 - 2,5 Cm
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible exc.
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/eroding
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 2 | DISTRESS POINTS: PAVEMENT 91,8 | DRAINAGE

From PEDES To SUNGAI BUDOR

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5 ✓	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10 ✓	16	Spalled and tight
	0	1	2	5 ✓	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,0 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible ager
		2	4	10	16	Wheel track smooth
	0	1	2	5 ✓	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4 ✓	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 3
From PEDES To SUNGAI BURNT
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 29.0 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2 ✓	4	10	16	2.5 - 7.5 Cm.
	0	1	2 ✓	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2.5Cm spalled full
		2	4	10	16	0.5-2.5 spalled,half
	0	1	2 ✓	5	8	<0.5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2.5 Cm spalled
		2	4	10	16	0.5-2.5 Cm spalled
	0	1	2 ✓	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0	1	2 ✓	5	8	1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	Uncon seal patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/pieces
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	8
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [4]
From PEDRO To STAGGAT BUNTU
Riding Quality 1[ ] 2[ ] 3[ ] 4[ ] 5[ ]

DISTRESS POINTS: PAVEMENT [26.3] DRAINAGE [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	> 7.5 Cm. in depth
		2 ✓	4	10	16	2.5 - 7.5 Cm.
	0	1	2 ✓	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	8	15	24	>2.5Cm spalled, full
		2	4	10	16	0.5-2.5 spalled, half
	0	1	2 ✓	5	8	<0.5Cm , sealed part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	16	24	>2.5 Cm spalled
		2	4	10	16	0.5-2.5 Cm spalled
	0	1 ✓	2	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0	1	2 ✓	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		5	8	15	24	Little visible aggr.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		5	8	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : From PEDOS To SUNGAI QUNTU Section No. : 5

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 3,3 | DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4 ✓	10	10	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	6	15	24	>2,5 Cm spalled
		2	4 ✓	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Ctly in visible edge
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 17
From PCDES To KUNDASANG/RANAU
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 40,7 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2 ✓	4 ✓	10	16	2.5 - 7.5 Cm.
	0	1	2	5 ✓	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5 ✓	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Mantle heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2.5Cm spalled full
		2	4	10	16	0.5-2.5 spalled half
	0	1 ✓	2	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2.5 Cm spalled
		2	4 ✓	10	16	0.5-2.5 Cm spalled
	0	1	2	6	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4 ✓	10	16	1.5 - 2.5 Cm.
	0	1	2	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible ager.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
		1	3	8	12	
	0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERYPOOR	
		0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
		0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : From PEDES To SUNGAL BULUH Section No. : 75

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 33.7 — DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10 ✓	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm spalled part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible sign
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	Dense seal patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	8	9
OCCURENCE OF INNONDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : From PERES To SUNGEI SUNGAI
Section No. : 73

DISTRESS POINTS: PAVEMENT 22,9 | DRAINAGE

Riding Quality: 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : (74)
From Pedes To Cooper Avenue

DISTRESS POINTS: PAVEMENT 29.9 | DRAINAGE

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2 ✓	4	10	16	2.5 - 7.5 Cm.
	0	1	2 ✓	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4 ✓	10	16	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	3	6		15	24	>2.5Cm spalled full
	2	4		10	16	0.5-2.5 spalled half
	0	1	2 ✓	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	6		15	24	>2.5 Cm spalled
	2 ✓	4		10	16	0.5-2.5 Cm spalled
	0	1	2	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	3	6		15	24	> 2.5 Cm. in depth
	2	4		10	16	1.5 - 2.5 Cm.
	0	1	2 ✓	5	8	1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	6		15	24	Little visible aggr.
	2	4		10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	3	6		15	24	Poor condition
	2 ✓	4		10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	3	6		15	24	Edge loose/pieces
	2	4		10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 7 | DISTRESS POINTS: PAVEMENT 33,3 | DRAINAGE

From RENGAT DEPOT To CIKANDANG

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
	NONE	0-10%	10-30%	30-60%	>60%	
POTHOLES		3	6	15	24	AREA
		2	4 ✓	10	16	> 7,5 Cm. in depth
	0	1 ✓	2	5	8	2,5 - 7,5 Cm.
						<2,5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
RAVELING/WEATHERING		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
ALLIGATOR CRACKING		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5 ✓	8	Hair line
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
PROFILE DISTORTION		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic heaving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BLOCK CRACKING		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
TRANSVERSE CRACKING		3	6	15	24	>5 Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm sealed,part
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
LONGITUDINAL CRACKING		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	6	8	<0,5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
RUTTING		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
EXCESS ASPHALT		3	6	15	24	Little visible exc.
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BITUMINOUS PATCHING		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 ✓	1	2	5	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
EDGE DETERIORATION		3	6	15	24	Edge loose/pieces
		2	4 ✓	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 2

From BENGAK JENGKOK To CILANGKAP

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 38,5 — DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10 ✓	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,0 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible sign
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNONDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 5 | DISTRESS POINTS: PAVEMENT 41.9, DRAINAGE

From BENGAK DANGKAL To SUKACIPING

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm
	0	1	2	5 ✓	8	<2,5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled And tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4 ✓	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible eger
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 4

From BEABAC DENGKIOK To CIKONDANG

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 180 | DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5 ✓	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10 ✓	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5 ✓	8	<0,5Cm sealed part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible sign
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10 ✓	16	Cracked edge jagged
	0	1	2	5 ✓	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [7]
From Guadalupe To Pisacic Samco
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [22,2] DRAINAGE [ ]

CONDITION		EXTENT					SEVERITY
POTHOLES		NONE	0-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	> 7.5 Cm. in depth
			2	4	10	16	2.5 - 7.5 Cm.
		0 ✓	1	2	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Highly pitted/rough
			2	4	10	16	Some small hole/pit
		0	1	2	5	✓	Minor loss
ALLIGATOR CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Spalled and tight
			2	4	10 ✓	16	Spalled and light
		0	1	2	5	8	Hair line
PROFILE DISTORTION		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	With cracks & holes
			2	4 ✓	10	16	With cracking
		0	1	2	5	8	Plastic wraving
BLOCK CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	> 1 Cm. spalled
			2 ✓	4	10	16	0.5 - 1 Cm. spalled
		0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	>2 Cm spalled full
			2 ✓	4	10	16	0.5-2.5 spalled half
		0	1	2	5	8	0.5Cm sealed part
LONGITUDINAL CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	>2 Cm. spalled
			2	4	10	16	0.5-2 Cm spalled
				2 ✓	5	8	0.5 Cm. or sealed
RUTTING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	> 2.5 Cm. in depth
			2	4	10	16	1.5 - 2.5 Cm.
		0	1 ✓	2	5	8	1.5 Cm in depth
EXCESS ASPHALT		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Little visible exc.
			2	4	10	16	Wheel track smooth
		0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Poor condition
			2	4	10	16	Fair condition
		0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	Edge loose/sloping
			2	4	10	16	Cracked edge jagged
		0 ✓	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 2
From CIKARAKANG To PISANG KAMBO
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 39,0 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled And slight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4 ✓	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10 ✓	16	1,5 - 2,5 Cm.
	0	1	2	5 ✓	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Still a visible edge
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	Excess small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 10

From CIKANG KUNE To PICANG CACING

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 48,5 | DRAINAGE:

CONDITION	NONE	0-10%	10-30%	30-60%	>60%	SEVERITY
POTHOLES		3	8	15	24	AREA
		2	4 ✓	10 ✓	16	> 7,5 Cm. in depth
	0	1	2	5 ✓	8	2,5 - 7,5 Cm.
						<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pi
	0	1	2	5 ✓	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5 ✓	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4 ✓	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm , sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible exc
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/eroding
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	8	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 5

From CIKAMPEK KUNING To PISANG SAMBO

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
28,1	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-5%	5-10%	10-30%	30-60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm , sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible exc.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/raveling
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 13

From CIKARUKUNG To PASAR CAMBO

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
29,7	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8 ✓	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0 ✓	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5 ✓	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible sign
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	5	8	Some seal patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9

OCCURENCE OF INNONDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 4

From CIKAMPEK To PURWAKARTA

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
23,2	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0 ✓	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 ✓	1	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible exc.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/eroding
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD		MODERATE	POOR	VERY POOR
	0		3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER		RARELY	OCCASIONALLY	ALWAYS
	0		6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 7

From PISANG SAMBO to BATU JAYA

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 25.8 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm
	0 ✓	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4 ✓	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm, sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10 ✓	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible rubber
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	2	3	8	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	8	12	24	

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 2 | DISTRESS POINTS: PAVEMENT 20,7 | DRAINAGE

From PISANG SAMBO To BATU PAHAT

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic rearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4 ✓	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	12	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4 ✓	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [3]
From PISANG SAMBO To BATU JAYA
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [23,1] DRAINAGE [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm
	0	1	2 ✓	5	8	<2,5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/sloping
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	3	5	8	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : 24

From PISANG SAMBO To BATU JAYA

Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
20,7	

CONDITION	EXTENT					SEVENITY
	NONE	0-10%	10-30%	30-60%	>60%	AREA
POTHOLES		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
RAVELING/WEATHERING		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/ci
	0	1	2	5	8	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
ALLIGATOR CRACKING		3	6	15	24	Spalled and loose
		2	4	10 ✓	16	Spalled And tight
	0	1	2	5	8	Hair line
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
PROFILE DISTORTION		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BLOCK CRACKING		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
TRANSVERSE CRACKING		3	6	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
LONGITUDINAL CRACKING		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 cm spalled
	0	1 ✓	2	6	8	<0,5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
RUTTING		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0 ✓	1	2	5	8	1,5 Cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
EXCESS ASPHALT		3	6	15	24	Little visible exc
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	5	8	Some small patches
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BITUMINOUS PATCHING		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
EDGE DETERIORATION		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCUHENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : (3)
From PISANG KEMBAR To BATU PAHAT

Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
13.1	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4	10	16	2.5 - 7.5 Cm.
	0	1 ✓	2	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wavying
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2.5Cm spalled full
		2	4	10	16	0.5-2.5 spalled half
	0	1	2 ✓	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2.5 Cm spalled
		2	4	10	16	0.5-2.5 Cm spalled
	0	1	2 ✓	6	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0	1 ✓	2	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible sign.
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 6

From PISANG SAMBO To BATU PAHAT

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 15.9 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 Cm. in depth
		2	4 ✓	10	16	2.5 - 7.5 Cm.
	0	1	2 ✓	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5 ✓	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1	2	5 ✓	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2.5Cm spalled full
		2	4	10	16	0.5-2.5 spalled half
	0	1	2 ✓	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2.5 Cm spalled
		2 ✓	4	10	16	0.5-2.5 Cm spalled
	0	1	2	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0	1	2 ✓	5	8	1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Glaze visible over
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/eroding
		2 ✓	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 7
From PISANG SAMBO To BATU JAYA
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
50,0	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and slight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. & spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5 ✓	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10 ✓	16	0,5-2,5 spalled half
	0	1	2	5 ✓	8	<0,5Cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4 ✓	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible sign
		2	4 ✓	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	6	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4 ✓	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 8

From PISANG SAMBO To BATU JAYA

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 16,6 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4 ✓	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible agg.
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAING CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 27
From PISANG SAMBO To BATU JAYA
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
19,2	

CONDITION		EXTENT					SEVERITY
POTHOLES		NONE	0-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	> 7,5 Cm. in depth
			2	4	10	16	2,5 - 7,5 Cm.
		0 ✓	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Highly pitted/rough
			2	4	10	16	Some small hole/pit
		0	1	2	5 ✓	8	Minor loss
ALLIGATOR CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Spalled and loose
			2	4	10 ✓	16	Spalled and tight
		0	1	2	5	8	Hair line
PROFILE DISTORTION		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	With cracks & holes
			2	4 ✓	10	16	With cracking
		0	1	2	5	8	Plastic wearing
BLOCK CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	> 1 Cm. & spalled
			2	4	10	16	0,5 - 1 Cm. spalled
		0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	>2,5Cm spalled full
			2	4	10	16	0,5-2,5 spalled half
		0 ✓	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	>2,5 Cm spalled
			2	4	10	16	0,5-2,5 Cm spalled
		0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	> 2,5 Cm. in depth
			2	4	10	16	1,5 - 2,5 Cm.
		0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Little visible edge
			2 ✓	4	10	16	Wheel track smooth
		0	1	2	5	8	Some small patches
BITUMINOUS PATCHING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Poor condition
			2	4	10	16	Fair condition
		0 ✓	1	2	5	8	Good condition
EDGE DETERIORATION		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	Edge loose/missing
			2	4 ✓	10	16	Cracked edge jagged
		0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 22

From PISANG SAMBO To BATU JAYA

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 23,8 | DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0 ✓	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8 ✓	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5 ✓	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4 ✓	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm, sealed very
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible ager
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/sloughing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street Name : Section No. : 4
From BATU TAJYA To TANAH BARU
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
29,6	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : A

From BATU JAYA To JAWAH BARU

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 33,0 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	MORE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pit-ed/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10 ✓	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1 ✓	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible spot
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Across small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-80%	>80%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [3]
From BATU JAYA To TANAH BARU
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [30,1] DRAINAGE [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	6	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm.spalled
	0	1	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible exc.
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/wiering
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 37

From BATU JAYA To JAYA H. BARU

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
36,8	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wavelg
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. + spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little within eger.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL ON SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : [redacted] Section No. : 5
From BATU JAYA To TANAH BARU
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
28.0	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible wear
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/eroding
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAING CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 3 | DISTRESS POINTS: PAVEMENT 30,7 | DRAINAGE

From BATU JAYA To TANAH BARU

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4 ✓	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled Soft
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Still in visible ridge
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Began seal patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 7

From BATU JAYA To TANAH BARU

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
926	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4 ✓	10	16	2.5 - 7.5 Cm.
	0	1	2	5 ✓	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5 ✓	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5 ✓	8	Plastic flowing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. & spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2.5Cm spalled full
		2 ✓	4	10	16	0.5-2.5 spalled half
	0	1	2	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2.5Cm spalled
		2	4	10	16	0.5-2.5 Cm spalled
	0	1	2 ✓	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0	1	2 ✓	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Still a visible agg.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4 ✓	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 72

From BATU JAYA To TANJAH BARU

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 35,9 | DRAINAGE

CONDITION		EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%		AREA
		3	8	15	24		> 7,5 Cm. in depth
		2 ✓	4	10	16		2,5 - 7,5 Cm.
	0	1	2	5 ✓	8		<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	8	15	24		Highly pitted/rough
		2	4	10	16		Some small hole/pit
	0	1	2 ✓	5	8		Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Spalled and loose
		2	4	10	16		Spalled and tight
	0	1	2	5 ✓	8		Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		With cracks & holes
		2	4	10	16		With cracking
	0	1	2 ✓	5	8		Plastic wawing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		> 1 Cm. spalled
		2	4	10	16		0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8		< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		LENGTH
		3	6	15	24		>2,5Cm spalled full
		2	4	10	16		0,5-2,5 spalled half
	0	1	2 ✓	5	8		<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		>2,5 Cm spalled
		2	4	10	16		0,5-2,5 Cm spalled
	0 ✓	1	2	5	8		<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%		LENGTH
		3	6	15	24		> 2,5 Cm. in depth
		2	4	10	16		1,5 - 2,5 Cm.
	0	1	2 ✓	5	8		1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Little visible sign
		2	4	10	16		Wheel track smooth
	0	1 ✓	2	6	8		Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Poor condition
		2	4	10	16		Fair condition
	0 ✓	1	2	5	8		Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%		LENGTH
		3	6	15	24		Edge loose/missing
		2	4	10	16		Cracked edge jagged
	0	1 ✓	2	5	8		Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 73

From BATU JAYA To TANAH BARU

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
91,7	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5 ✓	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0 ✓	1	2	5	8	<0,5Cm , sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	10	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0 ✓	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible exc.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Occas. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

	GOOD	MODERATE	POOR	VERY POOR
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : From BATU JAYA To TANAH ABANG Section No. : 14

DISTRESS POINTS: PAVEMENT 32 | DRAINAGE

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm , sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	16	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,0 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : From BATU JAYA To TANAH BARU Section No. 15

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 29,5 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 ✓	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	5	8	Ocean seal patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	6	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/pieces
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 1
From ZAMAN BARU To KAMPUNG GALIAN

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 20,0 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible sign
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0 ✓	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4 ✓	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INFUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : (2)
From JANAN BARU To RAMPANG GALIAT
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS PAVEMENT	DISTRESS POINTS DRAINAGE
12	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic wawing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled,full
		2 ✓	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	8	16	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible over
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	6	8	Mean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	8	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 2
From TANAH BARU To KAMPUNG BALAU

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 19.6 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		3 ✓	4	10	16	Open small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic flowing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1 ✓	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 ✓	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [4]
From JAWA BARU To KAMPUNG GALANG
Riding Quality 1[ ] 2[ ] 3[ ] 4[ ] 5[ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
13.9	

CONDITION	NONE	0-10%	10-30%	30-60%	>60%	EXTENT / SEVERITY
POTHOLES		3	6	15	24	AREA
		2	4	10	16	> 7.5 Cm. in depth
	0	1	2 ✓	5	8	2.5 - 7.5 Cm.
						<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2.5Cm spalled full
		2	4	10	16	0.5-2.5 spalled half
	0	1	2 ✓	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2.5 Cm spalled
		2	4	10	16	0.5-2.5 cm spalled
	0 ✓	1	2	6	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	10	1.5 - 2.5 Cm.
	0	1	2 ✓	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAING CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 5 | DISTRESS POINTS: PAVEMENT 20,5 | DRAINAGE

From TANAH BARU To KAMPUNG GALAN

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and slight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0 ✓	1	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0 ✓	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,0 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible exc.
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	5	8	Occas. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. 4
From JANAH PERU To KAMPUNG BALIAN
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 24,5 | DRAINAGE

CONDITION	NONE	0-10%	10-30%	30-60%	>60%	SEVERITY
POTHOLES		3	8	15	24	AREA > 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4 ✓	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0 ✓	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm spalled
		2	4 ✓	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	6	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 7
From JALAN BARU To KAMPUNG BARU
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 13,7 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0 ✓	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic shoving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4 ✓	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		3	6	15	24	LENGTH >2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0 ✓	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-80%	>80%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	8	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : (K)
From TAMBAK BARU To KAMPUNG GOLIAD
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 15,7 | DRAINAGE

CONDITION		EXTENT					SEVERITY
POTHOLES		NONE	0-10%	10-30%	30-60%	>60%	AREA
			3	8	15	24	> 7,5 Cm. in depth
			2 ✓	4	10	16	2,5 - 7,5 Cm
		0	1	2	5	8	<2,5 Cm in depth
RAVELING/WEATHERING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	8	15	24	Highly pitted/rough
			2	4	10	16	Some small hole/pit
		0 ✓	1	2	5	8	Minor loss
ALLIGATOR CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	8	15	24	Spalled and loose
			2	4 ✓	10	16	Spalled and tight
		0	1	2	5	8	Hair line
PROFILE DISTORTION		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	8	15	24	With cracks & holes
			2 ✓	4	10	16	With cracking
		0	1	2	5	8	Plastic waving
BLOCK CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	8	15	24	> 1 Cm. & spalled
			2	4	10	16	0,5 - 1 Cm. spalled
		0 ✓	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	8	15	24	>2,5Cm spalled full
			2	4	10	16	0,5-2,5 spalled half
		0 ✓	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	8	15	24	>2,5 Cm spalled
			2 ✓	4	10	16	0,5-2,5 Cm spalled
		0	1	2	5	8	<0,5 Cm. or sealed
RUTTING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	8	15	24	> 2,5 Cm. in depth
			2 ✓	4	10	16	1,5 - 2,5 Cm.
		0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	8	15	24	Little visible exc.
			2	4	10	16	Wheel track smooth
		0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	8	15	24	Poor condition
			2	4	10	16	Fair condition
		0 ✓	1	2	5	8	Good condition
EDGE DETERIORATION		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	8	15	24	Edge loose/missing
			2 ✓	4	10	16	Cracked edge jagged
		0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 9

From ZACHAI (PIKU) To KAMPUNG GAJAH

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 33.8 | DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 Cm. in depth
		2	4 ✓	10	16	2.5 - 7.5 Cm
	0	1	2	5	8	< 2.5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2.5Cm spalled full
		2	4 ✓	10	16	0.5-2.5 spalled half
	0	1	2	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2.5 Cm spalled
		2 ✓	4	10	16	0.5-2.5 Cm spalled
	0	1	2	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
		2	4 ✓	10	16	1.5 - 2.5 Cm.
	0	1	2	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible spur
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Excess asphalt patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4 ✓	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 1

From JOHAR To TELAGASARI

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 42,2 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10 ✓	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0 ✓	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 ✓	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4 ✓	10	16	0,5-2,5 Cm.spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0 ✓	1	2	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little within wheel
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 ✓	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 3

From JOHAR To TELOGOMAS

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 32.9 — DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4 ✓	10	16	2.5 - 7.5 Cm.
	0	1 ✓	2	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2.5Cm spalled full
		2	4	10	16	0.5-2.5 spalled half
	0	1	2 ✓	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2.5Cm spalled
		2	4 ✓	10	16	0.5-2.5 Cm spalled
	0	1	2	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2 ✓	4	10	16	1.5 - 2.5 Cm
	0	1	2	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4 ✓	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/sloping
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : (2)
From JOHOR To TELOK KARI
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 48.1 | DRAINAGE [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4	10 ✓	16	2.5 - 7.5 Cm.
	0	1	2	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic swaying
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2.50m spalled (all)
		2	4	10	16	0.5-2.5 spalled half
	0	1	2	5 ✓	8	<0.50m sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2.5 Cm spalled
		2	4	10	16	0.5-2.5 cm spalled
	0	1	2 ✓	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0	1	2 ✓	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Oily/in visible sheen
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Occas. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/pieces
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	4	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 3

From JOHAR To YE-ACAC4RI

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
96.2	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10 ✓	16	2,5 - 7,5 Cm.
	0	1	2	5	8	< 2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1 ✓	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4 ✓	10	16	0,5-2,5 Cm spalled
	0	1	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible sign
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : F

From JUMAR To TRUCACARI

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
69,2	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. & spalled
		2	4 ✓	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4 ✓	10	16	0,5-2,5 Cm spalled
	0	1	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Lots in wheel track
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 6
From JOHAR To TRILOKPURI
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 20,1 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4 ✓	10	16	2.5 - 7.5 Cm.
	0	1	2	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0 ✓	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0 ✓	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2.5Cm spalled full
		2	4	10	16	0.5-2.5 spalled half
	0	1	2 ✓	5	8	<0.5Cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2.5 Cm. spalled
		2	4	10	16	0.5-2.5 Cm spalled
	0	1 ✓	2	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0	1 ✓	2	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Oily/in visible agg.
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0 ✓	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 7A | DISTRESS POINTS: PAVEMENT 962, DRAINAGE

From SOHAR To TRIANGULAR

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2 ✓	4	10 ✓	16	2.5 - 7.5 Cm.
	0	1	2 ✓	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0 ✓	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 5Cm spalled full
		2 ✓	4	10	16	0.5-2.5 spalled half
	0	1	2	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2.5 Cm spalled
		2	4	10	16	0.5-2.5 cm spalled
	0	1 ✓	2	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0	1	2 ✓	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Circle visible edge
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 ✓	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0 ✓	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	5	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 19

From SORIAN To TELABASAN

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
37.9	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4 ✓	10	16	2.5 - 7.5 Cm.
	0	1	2	5 ✓	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic swaying
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2.5Cm spalled full
		2	4	10	16	0.5-2.5 spalled half
	0	1	2 ✓	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2.5 Cm spalled
		2 ✓	4	10	16	0.5-2.5 Cm spalled
	0	1	2	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0 ✓	1	2	5	8	1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible sign
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some seal patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0 ✓	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 7 | DISTRESS POINTS: PAVEMENT 18.6, DRAINAGE

From TELAGAYAN To LEMAN AGUAS

Riding Quality: 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4	10	16	2.5 - 7.5 Cm.
	0	1	2 ✓	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0 ✓	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0 ✓	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2.5Cm spalled full
		2	4 ✓	10	16	0.5-2.5 spalled half
	0	1	2	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2.5 Cm spalled
		2	4	10	16	0.5-2.5 Cm spalled
	0	1	2 ✓	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0 ✓	1	2	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Uncon. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jerked
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [ ]
From TELAGA SARI To LEMAN ASAHAN
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
43,3	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>5 Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible exc.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Excess small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	8	12	24	

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 3

From TELAGA SARI To LEMAH ABANG

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 29,8 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. ; spalled
		2	4 ✓	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4 ✓	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4 ✓	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 4

From TELAGA BAKAU To LEMAH ABANG

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 36,7 | DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	< 2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled And tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible exc.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Excess small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0 ✓	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 5

From TELAGA SARI To LENGAN ARANG

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 27,9 | DRAINAGE:

CONDITION		EXTENT					SEVERITY
POTHOLES		NONE	0-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	> 7,5 Cm. in depth
			2 ✓	4	10	16	2,5 - 7,5 Cm.
		0	1	2 ✓	5	8	<2,5 Cm in depth
RAVELING/WEATHERING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Highly pitted/rough
			2 ✓	4	10	16	Some small hole/pit
		0	1	2	5	8	Minor loss
ALLIGATOR CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Spalled and loose
			2	4	10	16	Spalled and slight
		0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	With cracks & holes
			2	4 ✓	10	16	With cracking
		0	1	2	5	8	Plastic movement
BLOCK CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	> 1 Cm. spalled
			2 ✓	4	10	16	0,5 - 1 Cm. spalled
		0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	>2,5Cm spalled full
			2	4	10	16	0,5-2,5 spalled half
		0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	>2,5 Cm spalled
			2 ✓	4	10	16	0,5-2,5 Cm spalled
		0	1	2	5	8	<0,5 Cm. or sealed
RUTTING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	> 2,5 Cm. in depth
			2	4	10	16	1,5 - 2,5 Cm.
		0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Little visible aggr.
			2 ✓	4	10	16	Wheel track smooth
		0	1	2	5	8	Some small patches
BITUMINOUS PATCHING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Poor condition
			2	4 ✓	10	16	Fair condition
		0	1	2	5	8	Good condition
EDGE DETERIORATION		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	Edge loose/missing
			2	4	10	16	Cracked edge jagged
		0	1 ✓	2	5	8	Cracked edge intact
DRAINAGE							
PAVEMENT SURFACE RETENTION			<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
			1	3	8	12	
		0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH			GOOD		MODERATE	POOR	VERY POOR
			0		3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN			NEVER		RARELY	OCCASIONALLY	ALWAYS
			0		6	12	24

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : (73)
From IBAFASSAL To LEMAN OSANG

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
99,9	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm
	0	1	2	5 ✓	8	<2,5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic shoving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4 ✓	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed pact
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 74
From TELAGASARI To LEMAH ABANG

DISTRESS POINTS: PAVEMENT 33,7 | DRAINAGE

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4 ✓	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4 ✓	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible agg.
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	8	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [ ]
From [illegible] To LEMAH ABANG
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
31,9	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm
	0	1 ✓	2	5	8	<2,5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled And tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic waving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2	4 ✓	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm spalled
		2	4	10	10	0,5-2,5 Cm spalled
	0	1	2 ✓	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible spot
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	8	12	24	

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [76]
From IBUBASAKI To LEMAH ABANG
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [32,8] DRAINAGE [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2	4 ✓	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street Name : | Section No. : 1 | DISTRESS POINTS: PAVEMENT 56,1 | DRAINAGE

From LEMAH ABANG To KRACAK

Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10 ✓	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5 ✓	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5 ✓	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5 ✓	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4 ✓	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible ager.
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/eleaning
		2	4 ✓	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERTIGOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street Name : Section No. : 2

From LEMAH ABANG To KLACAT

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
35,8	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5 ✓	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5 ✓	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4 ✓	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	6	8	Occas. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 3

From LEMAH ABANG To KRASAK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
26,5	

CONDITION		EXTENT					SEVERITY
POTHOLES		NONE	0-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	> 7,5 Cm. in depth
			2	4	10	16	2,5 - 7,5 Cm.
		0 ✓	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Highly pitted/rough
			2	4 ✓	10	16	Some small hole/pit
		0	1	2	5	8	Minor loss
ALLIGATOR CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Spalled and loose
			2	4	10	16	Spalled and tight
		0	1	2	5	8 ✓	Hair line
PROFILE DISTORTION		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	With cracks & holes
			2	4 ✓	10	16	With cracking
		0	1	2	5	8	Plastic moving
BLOCK CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	> 1 Cm. spalled
			2	4	10	16	0,5 - 1 Cm. spalled
		0	1	2	5 ✓	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	>2,5Cm spalled full
			2	4 ✓	10	16	0,5-2,5 spalled half
		0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACK	HG	0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	>2,5 Cm spalled
			2	4	10	16	0,5-2,5 Cm spalled
		0	1	2 ✓	6	8	<0,5 Cm. or sealed
RUTTING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3 ✓	6	15	24	> 2,5 Cm. in depth
			2 ✓	4	10	16	1,5 - 2,5 Cm.
		0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Little visible wear
			2	4	10	16	Wheel track smooth
		0	1 ✓	2	5	8	Some small patches
BITUMINOUS PATCHING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
			3	6	15	24	Poor condition
			2	4 ✓	10	16	Fair condition
		0	1	2	5	8	Good condition
EDGE DETERIORATION		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
			3	6	15	24	Edge loose/missing
			2	4	10 ✓	16	Cracked edge jagged
		0	1	2	5 ✓	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAING CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : From LEMAH AVE. To KRASAK Section No. : 21

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 32.2 | DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4 ✓	10	16	2.5 - 7.5 Cm.
	0	1 ✓	2	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled And tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1	2	5 ✓	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2.5Cm spalled full
		2	4	10	16	0.5-2.5 spalled half
	0	1	2 ✓	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2.5 Cm spalled
		2	4	10	16	0.5-2.5 Cm spalled
	0	1	2 ✓	6	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0	1	2	5 ✓	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible ader.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10 ✓	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street Name : Section No. : (27)
From LEMAH ABANG To KARAWANG
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
29,9	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm
	0	1	2 ✓	5	8	<2,5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic waving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✓	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0 ✓	1	2	5	8	1,0 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible sign
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	12	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 5

From LEMAH ABANG To KAGAK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
32,8	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalling
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2	5 ✓	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4 ✓	10	16	0,5-2,5 Cm spalled
	0	1	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little asphalt on edge
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	6	8	Uneven small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 6

From LEMAH ABANG To KLASAK

DISTRESS POINTS: PAVEMENT 52.8 | DRAINAGE

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4	10 ✓	16	2.5 - 7.5 Cm.
	0	1	2 ✓	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2.5Cm spalled full
		2	4	10	16	0.5-2.5 spalled,half
	0	1	2 ✓	5	8	<0.5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2.5 Cm spalled
		2	4	10	16	0.5-2.5 Cm spalled
	0	1 ✓	2	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0	1	2 ✓	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible exc.
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/kneeling
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	17	24

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [16]
From LEMAH ABANG To KRASAK
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [38,2] DRAINAGE [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5 ✓	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1 ✓	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible exc.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/pieeling
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	8	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 17

From LEMAH ABANG To KRASAK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
23,6	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic waving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible sign
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Uprun and patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	6	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : | Section No. : 16

From LEMAH ABANG To KRACAK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
28,2	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic waving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4 ✓	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible eger
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	6	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/pleeling
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	8	8
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 19
From LEMAN ABACIS To KRAVAT
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 32 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	High cracks & holes
		2	4	10	16	High cracking
	0	1	2 ✓	5	8	Plastic waving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. & spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled,half
	0 ✓	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 ✓	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Worn seal ☐ patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 ✓	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/eroding
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : (20)
From LEMAH ABANG To KRASAK
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
3,1	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. + spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5 ✓	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible over.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/sloughing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 ✓	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	3	3	8	32	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [21]
From LEMAH ABANG To KRASAK
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [21,8] DRAINAGE [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible spec.
		2	4 ✓	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jerked
	0	1	2	5 ✓	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 22

From LEMAH ABACK To KRASAK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 26.3 — DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	10	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible sign
		2	4	10	16	Wheel track smooth
	0	1 ✓	3	5	8	Across small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 23

From KEMAH ABADI To KRAKAK

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
27,6	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic waving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 ✓	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4 ✓	10	16	0,5-2,5 Cm spalled
	0	1	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	6	15	24	Little visible sign
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 64
From LEMAH ABANG To LEMAH ABANG
Riding Quality : 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
32,0	

CONDITION	NONE	0-10%	10-30%	30-60%	>60%	SEVERITY
POTHOLES		3	6	15	24	AREA
		2 ✓	4	10	16	> 7,5 Cm. in depth
	0	1	2	5 ✓	8	2,5 - 7,5 Cm.
						<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	6mm small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5 ✓	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	10	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible agg.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4 ✓	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 25

From LEMAH ABANG To KRATON

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
99,2	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4 ✓	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2 ✓	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible wear
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✓	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 ✓	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAING CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : (26)
From LEMAH ABANG To KRANGKE.
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
40,5	

CONDITION		EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		> 7,5 Cm. in depth
		2 ✓	4	10	16		2,5 - 7,5 Cm.
	0	1	2	5 ✓	8		<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Highly pitted/rough
		2	4	10	16		Some small hole/pit
	0	1	2 ✓	5	8		Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Spalled and loose
		2	4	10 ✓	16		Spalled and tight
	0	1	2	5 ✓	8		Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		With cracks & holes
		2	4	10	16		With cracking
	0	1	2 ✓	5	8		Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		> 1 Cm. spalled
		2	4	10	16		0,5 - 1 Cm. spalled
	0	1	2	5 ✓	8		< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		LENGTH
		3	6	15	24		>2,5Cm spalled full
		2	4	10	16		0,5-2,5 spalled half
	0	1	2 ✓	5	8		<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		>2,5 Cm spalled
		2	4	10	16		0,5-2,5 Cm spalled
	0	1 ✓	2	5	8		<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%		LENGTH
		3	6	15	24		> 2,5 Cm. in depth
		2	4	10	16		1,5 - 2,5 Cm.
	0	1	2 ✓	5	8		1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Little visible aggr.
		2	4	10	16		Wheel track smooth
	0	1	2 ✓	5	8		Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Poor condition
		2 ✓	4	10	16		Fair condition
	0	1	2	5	8		Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%		LENGTH
		3	6	15	24		Edge loose/pieces
		2	4	10	16		Cracked edge jagged
	0	1	2	5 ✓	8		Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INBURDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 1

From CIKALONG To CIAMANG

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 29.0 — DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible wear
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	6	8	Loose small patches
BITUMINOUS PATCHING	0-1%	1-10%	0-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	6	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	8	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From CIKALONG To CILAMAYA

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 29,5 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic swaying
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 ✓	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible exc.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Some seal patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [5]
From CIKAMPEK To CILAMAYA
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 25,5 | DRAINAGE [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled half
	0	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible bar.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	6	8	Excess small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAING CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : From CIKAJANG To CILAMAYA Section No. : 29

DISTRESS POINTS: PAVEMENT 26,0 | DRAINAGE

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 ✓	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2 ✓	4	10	16	0,5-2,5 Cm.spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/sloping
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : From CIKALONG To SUKAMAYA | Section No. : 5

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 26,8 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. + spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 5 Cm spalled full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 ✓	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		3 ✓	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	Little visible aggr.
		3	4	10	16	Wheel track smooth
	0	1	2 ✓	6	8	Excess small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNONDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 6
From CIKALONG To SUKAMAYA
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 28,3 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-80%	>80%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-80%	>80%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-80%	>80%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled And tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-80%	>80%	AREA
		3	8	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic wavying
BLOCK CRACKING	0-1%	1-10%	10-30%	30-80%	>80%	AREA
		3	8	15	24	> 1 Cm. & spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-80%	>80%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2 ✓	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-80%	>80%	AREA
		3	8	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-80%	>80%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-80%	>80%	AREA
		3	8	15	24	Little visible eggr.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-80%	>80%	AREA
		3	8	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-80%	>80%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-80%	>80%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	HARDLY	OCCASIONALLY	ALWAYS	
	0	8	17	24	

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 7

From CIKAMPEK To CIJAMBU

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 27,1 — DRAINAGE: _____

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	loose small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Minatle wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✓	2	5	8	<0,5Cm. sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm.spalled
	0	1	2 ✓	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Cliffs visible eger
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	6	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	6	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
		1	3	8	12	
	0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR		VERYPOOR
		0	3	6		9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY		ALWAYS
		0	6	12		24

REMARK : _____

INVENTORY DATA FORM

Street name : Section No. : 3

From CIKALONG To CIJAMBU

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 34,3 — DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly s[illegible]/rough
		2	4	10	16	Some small hole/fil[illegible]
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little wheel[illegible] ruts
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	6	8	Ocean seal patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [5]
From CIKAMPEK To CILAMAYA
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
27,6	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic crowing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm
	0	1	2 ✓	5	8	1 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible exc.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VENTOOM	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 10

From Cikarang To Cikarang

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 32,1 — DRAINAGE: _____

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	3,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. & spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1	2 ✓	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Incon. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD		MODERATE	POOR	VERY POOR
	0		3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER		RARELY	OCCASIONALLY	ALWAYS
	0		6	12	24

REMARK : _____

INVENTORY DATA FORM

Street name : _____ Section No. : 2.3

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
33,6	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 Cm. in depth
		2	4 ✓	10	16	2.5 - 7.5 Cm.
	0	1	2	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5 ✓	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2.5Cm spalled full
		2	4	10	16	0.5-2.5 spalled half
	0	1 ✓	2	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2.5 Cm spalled
		2	4	10	16	0.5-2.5 Cm spalled
	0	1	2 ✓	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm
	0	1 ✓	2	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible aggr.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Incon. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
		1	3	8	12	
	0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
		0	3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
		0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : From CIKAMPEK To SILEMAYA Section No. : 32

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 32,5 — DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5 ✓	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic wavings
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	10	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 ✓	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	6	15	24	>2,5 Cm spalled
		2	4	10	10	0,5-2,5 Cm spalled
	0	1	2 ✓	6	6	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible sign
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	6	8	Occas. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAING CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	8	12	24

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [ ]
From CIKAMPEK To CILAMAYA

Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
26,7	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/cracked
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		5	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. + spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0	1 ✓	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACK	NO	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm. spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible ager
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INNONDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	8	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 2

From GIRASOLE To CIAMARA

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 33,1 — DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic flowing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	8	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled half
	0 ✓	1	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	>2,5 Cm spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	8	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Little visible edge
		2	4	10	16	Wheel track smooth
	0 ✓	1	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-50%	>50%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-50%	>50%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-50%	>50%	Percent of Water retained on surface
	1	3	8	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAING CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 1

From CLEMENTS To MILLARD CLEMENTS

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 47.9 — DRAINAGE: _____

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 Cm. in depth
		2	4 ✓	10	16	2.5 - 7.5 Cm.
	0	1	2 ✓	5	8	<2.5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10 ✓	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1 ✓	2	5	8	Plastic moving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4 ✓	10	16	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2.5Cm spalled full
		2 ✓	4	10	16	0.5-2.5 spalled half
	0	1	2 ✓	5	8	<0.5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	>2.5 Cm spalled
		2	4	10	16	0.5-2.5 Cm spalled
	0	1	2 ✓	6	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
		2 ✓	4	10	16	1.5 - 2.5 Cm.
	0	1	2	5	8	1.2 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible sign
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK : _____

INVENTORY DATA FORM

Street name : Section No. : 3

From CILAMAYA To JALAN CILAMAYA

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 38,2 — DRAINAGE:

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2 ✓	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2	5 ✓	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic wawing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4 ✓	10	16	0,5-2,5 spalled half
	0	1 ✓	2	5	8	<0,5Cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 ✓	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible exc.
		2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✓	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 3

From CILANDAK To MABAR CILANDAK

Riding Quality : 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
48,0	

CONDITION	NONE	0-10%	10-30%	30-60%	>60%	SEVERITY
POTHOLES		3	6	15	24	> 7,5 Cm. in depth
		2	4 ✓	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2 ✓	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 ✓	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4 ✓	10	16	0,5-2,5 Cm.spalled
	0	1	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible exc.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	6	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : Section No. : 4

From CILAMAYA To MUARA CILAMAYA

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
17,7	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 ✓	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5 ✓	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✓	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic waving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4 ✓	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 ✓	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LUNITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	NO	3	6	15	24	>2,5 Cm. spalled
		2	4 ✓	10	16	0,5-2,5 Cm spalled
	0	1	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✓	10	16	1,5 - 2,5 Cm.
	0	1 ✓	2	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	6	8	Loose small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4 ✓	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

REMARK :